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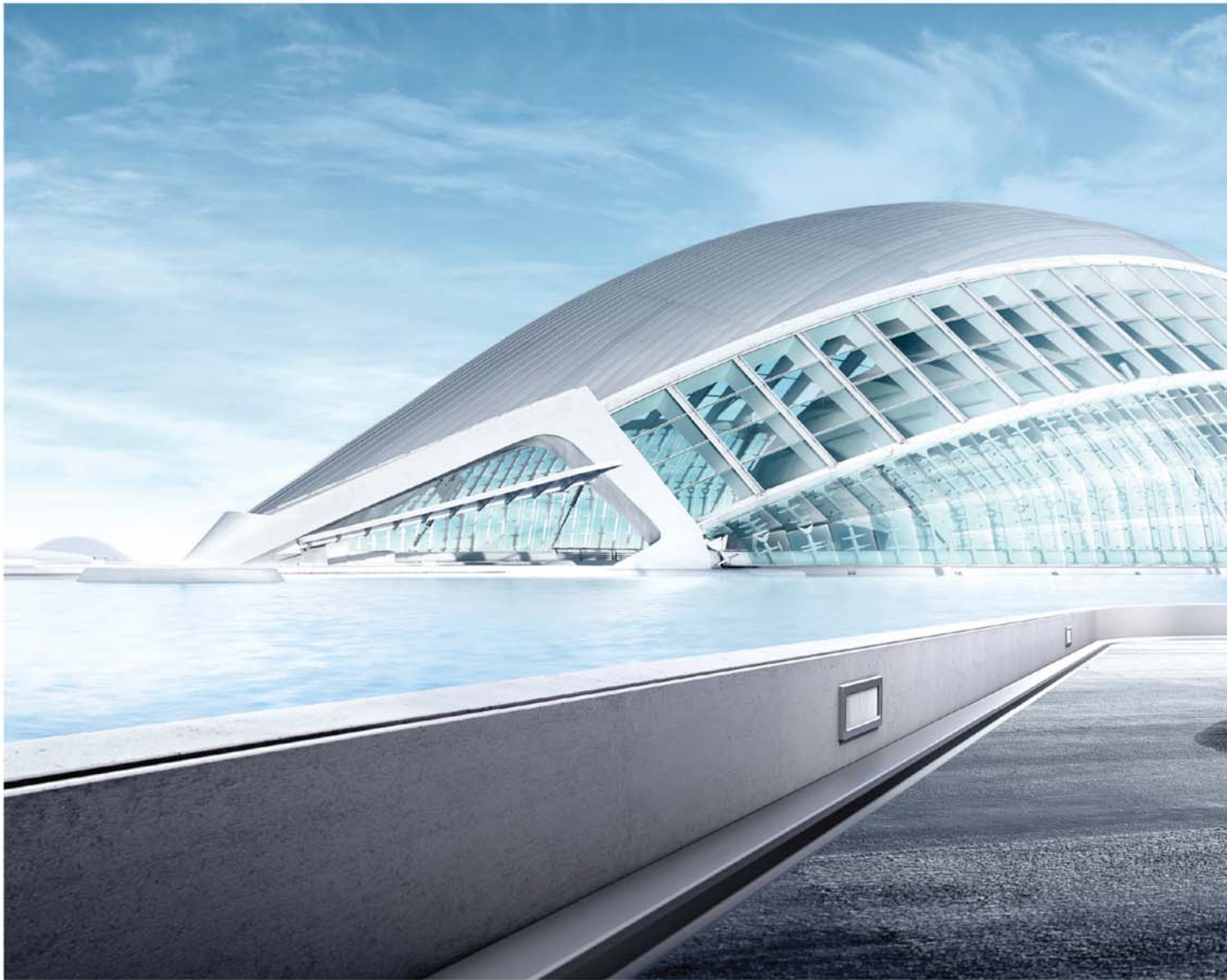


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FROM
THE
EDITOR

KYLE CASSIDY



LOSING IT

Another F1 season has started and already it looks like it's decided. Once again, who will come third looks like being the big question this year. Boring. Farical. Rubbish. Just some of the comments from the sidelines. Already we've had dummies spat, court action looming, threats of walkouts, and a call for the governing body to equalise performance. Poor Mercedes-Benz. It's not their fault that they are way ahead of the curve. As usual, it's the off-track drama that is of vastly more interest than the actual racing. Has the formula been irreversibly compromised by the new eco-racing regulations? It's something Dave Moore touches on in his column on page 34, but because it's Formula 1, no matter what the authorities do, the crowd will still turn up.

Which is somewhat akin to Porsche fans and their adoration of the 911; no matter what Porsche does to it, people will still buy it. And there is no shortage of options now from the just revealed GT3 RS to the new-to-these-shores GTS, which we test this month as part of a Porsche GTS triple feature starting on page 46. The GTS will be one of the last naturally aspirated 911 models before Porsche is expected to turbocharge the entire Carrera model line-up when the 991 range undergoes its mid-life update. But unlike Formula 1, it's unlikely that a turbo formula will dull the lustre of the 911.

Judging by the reveals at the recent Geneva Motor Show, car companies are forecasting prosperous times ahead, what with all the exotic new releases aimed at the wealthy. Not that the top five per cent are ever really affected by financial wobbles like the rest of us. Whatever, they will have a plethora

of playthings to choose from, such as the track-only McLaren P1 GTR and Aston Vulcan. These limited-number hyper-dollar machines are usually sold out before they are revealed; the brand heads know their customers well. A Koenigsegg sales manager was reported to have sold a couple of the company's new Regera hypercars with phone calls to two existing special K owners. That's some brand loyalty.

Back in the real world, we have a couple of SUV match ups and a bike for car people. The Yamaha Tricity (page 98) is not a new concept per se but the two-wheels-up-front-trike is something of a coup in that it's deemed not to be a scooter, but rather a car (of sorts) so you can ride it on your regular car licence and it means cheaper licensing fees too. Suitably intrigued, I threw a leg over it and found it to be inherently stable yet still 'zippy' enough to carve up city traffic. And the price is good too. It would make a suitable second or third "car" for some. And, according to research highlighted in Paul Owen's column (page 32), bikes and scooters help ease congestion for everyone. However, I think most of the population would benefit by getting astride a push bike, like Shaun Summerfield intends to do over the next few months. He's just scored a long-term loaner from BMW, the Mountain Bike AllMountain, and intends to lose the weight of the bike from his own frame. For more, check out his column on page 36. Good luck to him we say. And we look forward to the before and after shots in three months' time. **EC**

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46 PORSCHE GTS FEST 911 GTS, Cayman GTS, Cayenne GTS

Adding another layer to the performance strata of the Porsche line-up is the tuned GTS range. The GTS badge dates back to one of the most elegant of all Porsches, the mid-engined 904 GTS of 1963. Now there are GTS variants of all Porsche production models and here we sample a trio of them.

60 BULL HIT Lamborghini Huracan

Lamborghini aims to please just about everyone with its new Huracan, the most polished and useable Lambo to date. But has it gone and produced a neutered steer?

66 THE THINKING PEOPLE'S SUV Volvo XC90

Replacing a best-in-class car is always an intense procedure, while also asking it to represent the future of your brand shows how important the XC90 is to Volvo.

70 WAGONS FOR WANDERERS Subaru Outback vs Skoda Octavia Scout

The Outback is now in its fifth generation. It was one of the first jacked-up station wagons and here it takes on another from the genre in the form of the Skoda Octavia Scout. Which is the better all-rounder?

76 CROSSOVERS MADE-OVER Mazda CX-5 vs Honda CR-V

A brace of popular compact SUVs has been given a midlife spruce up to brighten their showroom appeal. We take a look at the updated Mazda CX-5 and Honda CR-V to see where your money should go.

82 ECO THRILLER IN MANILA Economy Marathon

Rob Maetzig trips to the Philippines to compete in a race where it's not how fast you go that matters, but how little fuel you use.

94 NEW STINGER FROM HONDA Honda CBR650F

Generally new bikes from the H brand are designed and built in Japan but engineers from the Thai division got the green light on a pair of 650 fours. We ride the faired CBR650F.

98 THRICE AS NICE Yamaha Tricity

It has been done before, a three-wheeled scooter, but never at the price of a 125cc machine. Meet Tricity. No, not an electric scooter, but a three-wheeled wonder.

C 63 CHAMELEON

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BENTLEY TO EXPAND WITH RACY TWO-SEATER

As first suggested back in 2013, Bentley looks like it could be about to produce a serious two-seat sports car to rival products from Aston Martin, Ferrari and McLaren, if Geneva's curiously named EXP 10 Speed 6 concept is any indication.

The car has been revealed to gauge more precisely what customers want from a Bentley sports car, beginning with styling undertaken by new chief of design, Luc Donkerwolke. The concept sports plenty of ovoid shapes, referencing aircraft wings and fuselages. It also utilises 3D printing technology, so steel and copper sit alongside each other harmoniously.

Company chairman, Wolfgang Dürheimer, said the new model, arriving within three years, would be smaller than but priced similarly to the Continental GT. He said that it will offer "thrilling, driver-oriented performance, complete with...luxury and effortlessness." Likely as not it would be underpinned by VW's MSB luxury-sports flexible platform.

While the concept car used a hybrid powertrain, production cars are likely to be powered by the Audi-sourced 373kW twin-turbo 4.0-litre V8, as used in other Bentleys. However, higher-powered engines could be employed to "define a new segment benchmark" for performance and top speed. And four-wheel





drive is likely to be an integral design feature.

The styling includes a new interpretation of the classic Bentley front grille and headlight arrangement, while the wide rear, long bonnet and short front overhang all shout performance.

New production techniques are showcased in the concept, such as a quilted look in the headlamp coverings and wood trim inside, mirroring that of the leather upholstery.

A 12-inch curved touchscreen also highlights a new dashboard layout and high-tech digital infotainment system. Enhancing practicality,

there is space behind the seats for a four-piece luggage set.

Bentley's production facilities have recently been upgraded, in preparation for increased production numbers. Dürheimer suggested a possible new model is a saloon that will sit between the Continental Flying Spur and the Mulsanne. Moreover, a smaller SUV may eventuate to complement the larger Bentayga, which goes on sale in 2016.

Bentley intends to double 2013 annual sales to 20,000 by 2020, on the back of the new SUV and a more agile two-seater sportscar like this one. **EC**

DBX Expands Aston's Horizons



Left Lane



MERCEDES-BENZ showed off its G500 4x4² concept recently. A four wheeled version of the 6x6 G 63, it has the same portal axles to deliver 450mm of ground clearance and has 22-inch alloys shod with 325/55 R22 off-road rubber. It has a wading depth of 1m, and incredible 52° approach and 54° departure angles. Helping to tackle the wilds are dual spring and damper struts per wheel, stainless steel underbody guards and carbon fibre flares.

If Aston Martin is to survive – sales halved to 4000-odd in 2014 - it needs to secure a bigger customer base, and new products like the Aston Martin DBX Concept suggest the company is fully aware of this. The DBX Concept, described as a sport crossover, paves the way for a new type of product for the brand. It was created “to explore possibilities in the luxury GT segment” and obviously to pique the interest of a much larger global audience.

Aston Martin chief executive, Andy Palmer, said the DBX Concept does not yet have a green light for production but hinted that something like it will get the go-ahead in the not-too-distant future. He was possibly referring to the electric motors being replaced by one that burns hydrocarbons. This was a what-if design exercise, after all.

The DBX concept incorporates style, luxury, and practicality in an environmentally responsible setting. Design work was conducted by Marek Reichman,

and the result is an evolution of the company's existing design language.

The concept featured electric motors driving all four wheels, powered by lithium sulphur cells. Electric steering was a by-wire affair. Though only a two-door offering, the high-rider had seats for four. External features included a coupe-style plunging roofline, LED headlights, carbon ceramic brakes and an energy recovery system. External mirrors were replaced by rear view cameras.

The four-seater offered generous luggage capacity by virtue of the fact that its rear trunk was complemented by a forward load bay. Other forward-thinking technology included auto-dimming strengthened glass, upholstery in Nubuck leather (velvet-like texture), and front passenger head-up displays.

Palmer said a vehicle such as the DBX Concept will broaden the appeal of Aston Martin to an entirely new group of customers, and will also fit in tidily with the rest of the range. **EC**



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Left Lane



LAND Rover displayed a six-wheeler at the Swiss show, a Defender developed by Kahn Design. Tagged the "Huntsman", it is much longer than a Defender, the wheelbase out by a metre to take in the extra axle, and wider also. There's a 6.2-litre V8 LS3 engine under the 400mm longer hood. With 320kW on tap, there's also a transfer case meaning high and low ratios for the six-speed automatic gearbox, along with locking differentials and tweaked suspension and brake systems. Kahn Design is considering production as it would cost about one-third the price of a G 63 AMG.



A midlife update version of Peugeot's best selling 208 disrobed at Geneva. There are only minor changes inside and out, but Peugeot is said to be offering the



Aston hypercar is a jet



Aston Martin debuted its track-only, 1395kg Vulcan hypercar at Geneva, which is set to take on the likes of McLaren's P1 GTR and the LaFerrari FXX. The name is a nod to the RAF's Cold War nuclear bomber which was based where Aston Martin now operates. Described as the embodiment of the company's "power, beauty and soul" ethos, only 24 are being made, and each will have a price tag of £1.8 million, though for this you do also get driver training. And you may well need that, given its 7.0-litre V12 engine pumps out almost 600kW; that's evidently the most powerful normally aspirated engine in production.

The Vulcan, which previews the appearance of future Aston road cars, is constructed about a carbon fibre tub like that used for the One-77, and goes into production later this year. Designed as a pure track tool, it gets a full FIA-spec roll cage. The wheelbase of 2.8m is the same as the One-77's, but the Vulcan is 200mm wider, 100mm lower and 150kg lighter.

The engine is mounted front-amidships, about one-half of it extending back into the cockpit. Power escapes to the rear wheels via an Xtrac six-speed sequential gearbox similar to that used in the Vantage GTE race car. Its titanium exhaust features side exits, and a sound that's said to 'distinctive'. Read suitably loud. Aston reckons the car is good for speeds in excess of 320km/h, thanks to a full aerodynamics package.

Suspension is race-derived with adjustable pushrods. The brakes are Brembo calipers and carbon-ceramic discs, 380mm up front and 360mm at the rear, under the control of a Bosch adjustable anti-lock braking system. The car runs on magnesium centre-locking 19-in alloy wheels shod with 345/30 Michelin tyres.

The interior is lightweight, driver focused, and use materials such as Alcantara, leather, carbon fibre, aluminium and titanium. Windows and screens are polycarbonate. The steering wheel has no top section, permitting a clear view of the digital instrument display. Colours and trims are up to the owner. **EC**



Vantage GT3 going gone

If you want one of Aston's most potent road cars conceived to date, chances are you're too late, as the limited run of 100 units has virtually gone, snaffled by special customers.

The aero-enhanced road rager is based on the V12 Vantage S and makes extensive use of lightweight materials including carbon fibre, magnesium, titanium and aluminium. Dry weight of 1565kg is roughly 150kg less than the car it's based upon.

Changes include a faster seven-speed automated manual transmission, a special aerodynamics package, wider tracks, more focused adaptive damping settings and a

full titanium exhaust. Aston describes it as an "extreme track day car".

Power of the V12 rises from 421 to 441kW, while the torque peak is up slightly to 626Nm.

Suspension is basically stiffened, and while ride height is unchanged ground clearance is reduced by new aerodynamic features. Tracks stretch by 15-33mm. Sport and track modes for suspension, engine and trans carry over to the GT3, retuned for extra aggression, while lightweight alloys are slowed by the carryover Brembo carbon ceramic brakes. **EC**



RS RETURNS

Porsche unleashed its take on the optimum track car for the road at Geneva, pulling the covers off its latest 911 GT3 RS. The recipe involves honing a 911 GT3 for track attack. Porsche reckons it can lap the North Loop of the Nürburgring in 7 min 20secs, 9sec quicker than the former Carrera GT supercar.

Powering the racer is a direct injection 4.0-litre flat six delivering 368kW and 480Nm, hooked up to a modified PDK transmission. A 0-100km/h sprint takes 3.3 seconds. Its claimed combined fuel use figure is 12.7L/100km.

With a roof of magnesium, and carbon fibre compartment lids, the RS is 10kg lighter

than the 911 GT3. The body is shared with the 911 Turbo, and features aerodynamic add-on items, including a deep front spoiler lip and large rear wing. Front wheel arch air vents extend into the wings, and increase downforce at the front axle.

For optimised dynamics, the GT3 RS has rear-axle steering and diff lock, and torque vectoring. Wider tracks and tyres than the 911 GT3 further enhance agility and stability.

Inside, the RS gets carbon bucket seats like those in the 918 Spyder. There's also a roll cage, a six-point safety harness for the driver and a fire extinguisher.

Deliveries are scheduled for Q3 of 2015. **EC**





Left Lane

GTi 30th Anniversary as a regular model. It gets 18-inch wheels, sportier suspension, more cossetting seats and a 1.6-litre 153kW turbopetrol. There's also a GT Line version which is a dressier variant of the base line-up. Of greater interest to Kiwis perhaps is that a new six-speed automatic transmission has become available. Better late than never.

LAMBORGHINI intends to develop a pair of rear-wheel drive Huracans, according to the company's chief test driver, Giorgio Sanna, in a recent Malaysian interview. One of the cars is expected to be named the Huracan Superleggera with extra power and reduced weight so it can compete on more of an even footing with Ferrari's new 488 GTB. Good news for cash-strapped Lambo buyers is that the other rear drive Huracan will be a base variant, dubbed "LP 610-2".

ASTON Martin has reassured customers that its V12 engine and manual transmission will continue to be offered on future production cars. The company will soon be using a Mercedes-AMG twin-turbo V8 engine in future models but company head, Andy Palmer, said the V12 will be "completely renewed" to meet more stringent emissions requirements. A new DB9 will be the first to get the overhauled V12. In another development, Palmer said the Lagonda model name will likely become a sub-brand to help double production numbers from the current 4000-odd annually.

ROLLS-ROYCE has spoken publicly about the company's first ever SUV. It will utilise a new aluminium spaceframe of its own design, and this will eventually spread to all

Macca Reveals A Pair of Exotics



Geneva saw McLaren unveil two special vehicles, the P1 GTR and the 675LongTail. To the most ornery first, packing 735kW, the P1 GTR was unveiled in its final form, optimised for aerodynamic performance (large fixed rear wing) and cooling. It represents England's answer to Ferrari's XX programme.

The hybrid powertrain's output is well up on the road-going P1's. Its twin-turbo 3.8-litre V8 produces 588kW and the electric motor makes 147kW for a system total of 735kW. Weight has also been pared by 50kg to 1140kg.

The big rear wing acts in concert with aerodynamic flaps up front, adding 10 per cent more downforce than the P1 at speed. A Drag Reduction System similar to that of the P1 road car is retained. An aerodynamic blade running along the lower bodywork, smoothes airflow, while up front is a beefy splitter.

The front track of the P1 GTR is 80mm wider than the P1's, and the car sits 50mm lower, running on 19in centre-lock alloy wheels with Pirelli slicks. It is only being offered to the 375 existing P1 road car owners.

Cost is a cool £1.98 million, but that includes entry to the McLaren P1 Driver Programme.

It may not be quite so OMG as the P1 GTR but the limited edition (500 examples) 675LT moves the 650S road car sports game on another notch. It weighs 100kg less, thanks to myriad interventions, generates 40 per cent more downforce from 140km/h, and the rear spoiler/airbrake is 50 per cent larger. That's where the 675LT gets its Longtail moniker. McLaren reckons half the engine components are new, as are one-third of car parts in total.

The extra width (it's 20mm wider than the 650), bigger front splitter and serious new exhaust system have also given the LT more menace than the 650S. Its 3.8-litre twin-turbo V8 gets more power, naturally, with the kilowatt count just shy of 500. The titanium muffler evidently contributes, and apparently the noise it emits is now something else for a turbocharged car, quite emotional they reckon. McLaren claims a zero to illegal time of 2.9sec using the "burnout launch mode", aided by gear changes that are twice as fast as those of the 650S. Pricing can be deduced roughly from its £260k sticker. **AC**





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One Car to Rule Them All

Left Lane

models, shaving considerable weight. Some components will be borrowed from BMW's X7 project which launches in 2018, as does the RR SUV. While the latter will not be a true SUV, RR said it will be capable of taking passengers and their gear 'from the opera to the Alps'. The SUV will be roughly as big as the Phantom (5842mm) and will boast a modern, haughty front end.

AUDI is evidently holding off on the launch of its next-generation A8 while the company continues its work on autonomous driving technology; specifically, they are busy working on the electronic architecture for supporting semi-autonomous driving. The flagship will now launch in 2017 instead of late next year. The delayed A8 will maintain roughly the same dimensions as today's car but styling will be different because of a new design chief, Marc Lichte. Expect design cues from the Prologue concept to be incorporated.

Koenigsegg is known for its exotic supercars, but how about one powered by a V8 engine, with an electric motor assisting each rear wheel, and one also aiding the crankshaft! Moreover, its new Regera – which means to reign supreme in Swedish – is claimed to be the most powerful production car ever built, its total system outputs (1329kW/2102Nm) significantly eclipsing the likes of, well, everything else. While it can accelerate to 400km/h in under 20sec, and has a quoted top speed of "over" 450km/h, it's not the quickest thing to 100, a claimed time of "around" 2.8sec beaten by the likes of Bugatti Veyrons and Aerial Atom V8s. Still, it can run on electric power alone for 50km, a claim the others cannot make. Only 80 are being produced over the next five years, and each is to cost roughly £1.23million, before tax.

The engine itself is a 5.0-litre V8, output boosted by a couple of big snails. Evidently it creates 820kW at 7800rpm, and 1500Nm of torque. The shortfall comes from a pair of 180kW/260Nm motors powering the rear wheels, and a 160kW/300Nm electric

motor supplementing the crankshaft. The addition of the three motors allows for torque vectoring, and increased responsiveness for the driver. They also constitute the "most powerful electrical motor set-up in production car history", according to the company.

It's quick because it is also relatively lightweight (1628kg), and a direct drive transmission – no gears – reduces energy losses by as much as 50 per cent compared with typical transmission alternatives.

The look of the Regera is classic hypercar, with an aggressive front end, a wrap-around windscreen and a large roof scoop. It also has a removable hardtop, therefore making it a convertible of sorts. It runs on asymmetric carbon fibre wheels (19s up front, 20s to the rear) and has an Akrapovic titanium exhaust system exiting from its rear diffuser. There's also a charging port nearby. A huge rear spoiler offers downforce of 450kg at 250km/h. It's slowed, naturally, by carbon ceramic discs.

The Regera is produced alongside the Agera, the first time the firm has made two cars simultaneously. **EC**





NEW FASTEST FRONT DRIVER EVER



Each month there seems to be another frantic front-wheel drive car that chews up the Nurburgring, and this time a prototype of Honda's fourth-gen Civic Type R has smashed the record by four seconds, with a time of 7min 50.6sec. It's also said to run 0-100 in 5.7sec, faster than Megane RS275 Trophy, Golf GTI and Peugeot RCZ R.

The wonderkind was another to debut at the Geneva motor show. It runs a completely new 228kW 2.0-litre direct injection turbocharged VTEC engine, spinning to 6500rpm. Peak torque of 400Nm arrives at 2500rpm. And to ensure purity, the engine will drive through a six-speed manual transmission.

Keeping the show on the road is Dual Axis front suspension, which evidently limits torque steer and enhances cornering and stability at speed. A mechanical limited slip diff helps get the power down cleanly. Rear suspension is also novel, an H-shaped torsion beam apparently improving roll stiffness by 180

per cent. Four-stage adaptive damping helps with body control, and retuned electric steering is evidently more tactile.

Honda reckons the new Type R will top out at around 270km/h and features an aerodynamics package to help keep it on track, including a large fixed rear wing offering plenty of downforce, a flat underbody and a diffuser. For lap record attempts, there's a +R driving mode, which increases engine responsiveness, dials in torque more aggressively, firms the dampers by one-third and reduces power steering assistance.

Brembo supplies the stopping power, with four-piston calipers and 350mm drilled discs up front. Wheels are 19 inches and are covered with 235/35 tyres. Compared with the Civic on which it is based, there are new bumpers front and rear, a front splitter, and enlarged wheel arches and mesh front grilles. Outlets on top of the front guards vent engine heat. Honda NZ is taking a no comment stance at this stage. C'mon. Please. **EC**

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Left Lane

IN further Audi news, the Q1 small SUV has the green light for a 2016 release, says company chief Rupert Stadler. It will be supported by a shortened version of the MQB platform. Expect it to be roughly similar in size to the A3 which will also be its engine donor. Most Q1s will get standard front-wheel drive but an optional AWD system is likely to be a cost option. Small premium models are in demand at present, especially crossovers; hence the go decision on Q1. Expect SQ1 and plug-in hybrid versions at some stage.

MCLAREN Automotive CEO Mike Flewitt recently stated that the P1's hybrid technology will filter down to less expensive models, and will power more than half of the company's models by 2025. The primary reason is more stringent emissions regulations, but



V10 ONLY FOR NEW R8



The second-generation Audi R8 was shown off at the Geneva auto extravaganza, and will go on sale here next year. The two model line up consists of the V10, and the V10 Plus. Yep, no V8 this time around, given a lack of demand for the old 4.2-litre model apparently.

The two-seater sportscar in Plus trim comes with a 448kW 5.2-litre V10 engine and a new 4WD system, giving it acceleration identical to its sister car, the Lambo Huracan (0-100 in 3.2sec). Top speed is around 330km/h.

While evolutionary in a design sense, Audi's technical head, Ulrich

Hackenberg, says that every component has been either upgraded or redesigned (primarily for lightness). It may resemble the original R8 but few panels are shared, including the new single-frame grille, LED headlamps, and side-blades. The body is entirely made of aluminium and there's a new 200kg spaceframe



Aventador trimmed



The Geneva show was hardly shy of supercars, amongst them the Lamborghini Aventador LP 750-4 Superveloce. The 750 refers to the metric horsepower count, as per, and essentially this is a lighter, more powerful and slippery

Aventador, Lamborghini's best selling range topper yet. With power from the 6.5-litre V12 up by 45 units to 560kW – torque is unchanged at 690Nm – the engine now revs all the way to 8500rpm. Moreover, weight is pared back by 50 units to 1525kg, meaning the four-wheel drive SV can get to 100km/h in 2.8sec

(formerly 2.9sec), and tops out near to 350km/h.

The underlying carbon fibre monocoque remains, but door panels, rocker covers and bumpers now have CF replacements, while dynamics benefit from the implementation of magneto-rheological suspension. Carbon ceramic brakes are standard fit,





structure underpinning the R8. Static rigidity improves by 40 per cent.

At 4442mm long, the new R8 is the same length as the old one, but is 39mm wider (1944mm) and 9mm lower (1241mm). The R8 V10 Plus makes wide use of carbon fibre-reinforced plastic and weighs 66kg less (1454kg) than the R8 V10.

The suspension consists of double wishbones front and rear, with conventional dampers, though active magneto-rheological damping is an option.

The base 5.2-litre V10 (397kW/540Nm) produced in Hungary has been heavily revised, with a new cylinder-on-demand system reducing fuel use by 10 per cent, and it is hooked up to a default seven-speed dual-clutch gearbox. The 4WD system substitutes the viscous centre coupling for a electro-mechanical multiplate clutch system, capable of pushing 100 per cent of drive north or south.

An R8 e-tron model will join the other two in some markets, and an R8 Spyder is in the pipeline. **EC**

and toned



as is a less restrictive sports titanium exhaust system.

Adding to the aggression are new carbon fibre sideskirts and bumper, and a carbon fibre rear diffuser with a quartet of tailpipes incorporated. The fixed rear wing has three positions it can be set at, manually. In total, the new aero package more than doubles the downforce.

The interior of the Aventador SV debuts Carbon Skin material, evidently the lightest and stiffest application of carbon fibre-reinforced plastic to date. It is used to finish the roof lining, sports seats and other areas of the cabin.

Initial deliveries will kick off in Q3 of 2015. And if you have to ask... **EC**

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Left Lane

increased driveability is also a factor. Added weight and cost are challenges the company relishes, he said. Future supersport cars will have more power and less weight, and McLaren technology is well placed to deliver on both fronts, he added. A successor for the P1 will be out in about ten years and will debut "another significant technology step."

BMW is set to offer a new infotainment system with touchscreen functionality soon. Evidently the new technology will affect the design of BMW interiors, but don't expect to see big, flat surfaces any time soon for flexible screens are the displays of the future. According to BMW design chief, Adrian van Hooydonk, there will be a period in which both the iDrive controller and the touchscreen will be fitted. Head-up displays will figure increasingly and these technologies will permit major advancements in interior design.

FIAT Chrysler Automobiles (FCA) has announced that its modified Mazda MX-5 will be called the "Fiat 124 Spider". The car is expected to utilise the chassis of the new MX-5 but the body will take on a retro styling, harking back to the 124 convertibles of the 1960s. Weight will likely be under the one tonne mark while power will come from a range of compact engines, including the 1.4-litre

SMARTER SUPERB ADDS MORE OF THE SAME



The third-generation Skoda Superb turned up at the Geneva show, sporting a range of engines and is ready to take on the likes of the recently released Ford Mondeo, among others.

Because of its popularity, selling three-quarters of a million in 13 years, the basic concept has changed little. It's a touch longer by 28mm but the real changes are inside and underneath, as it moves to the MQB platform, meaning a much longer wheelbase than before (+80mm), so there's even more cabin (shoulder, head room) and boot space (625L). The dual mode boot opening is replaced by a conventional hatch.

Diesels will be the mainstay, the primary engine being the 2.0-litre in 110kW and

139kW trims. With overall weight reduced by around 75kg, and motors producing up to 20 per cent more power, both performance and economy are expected to improve, the latter by as much as 30 per cent.

The Superb's styling is evolved, with hints of the Vision C concept car from last year, while the cabin plastics are much improved. All versions will get a 6.5-inch colour screen, dual-zone climate air, City Emergency Braking and, again, a pair of umbrellas that live in the front doors. Safety spec takes a hike too, the top models getting everything from lane keeping and blind spot monitoring to active cruise, reverse parking assistance, driver fatigue detection and a precrash system called Proactive Occupant Protection. Expect the car here later in the year. **EC**

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Is this the new **ASX?**

Another of Mitsubishi's XR-PHEV concepts has gone on display, this time at Geneva, and it is thought to preview styling of the second-gen ASX, due out next year. The original PHEV concept showed in Tokyo in 2013.

A preproduction version of ASX2 is likely to be unveiled at the Tokyo show this year, with the real McCoy due late in 2016. Prior to that Mitsubishi will release the new Triton ute – that's happening soon – and a revised Outlander SUV.

Measuring 4.49m long, 1.89m wide and 1.62m in height, the XR-PHEV II concept is slightly larger overall than the existing ASX and it features traditional SUV styling traits, along with a twin-slat grille, slimline headlights, and V-shaped taillights.

The concept car is front drive, and utilises a plug-in hybrid powertrain combining a MIVEC internal combustion engine with a new design of electric motor/inverter and a 12kWh battery. Output is said to be around 120kW, and CO2 emissions are around 40g/km, a new low for a PHEV.

There are various possible drive modes, all electric, series hybrid and parallel hybrid.

Evidently, the PHEV-II is dead quiet on the go, and with no transmission it is said to be exceedingly refined.

While this will represent the second PHEV released after the Outlander PHEV debuted last year, expect conventional petrol-engined ASX variants as well. **EC**



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Left Lane

MultiAir Turbo. An Abarth version with bigger brakes and stiffer suspension could deliver upwards of 149kW. The Fiat 124 Spider will launch next year, and an Abarth version in 2017.

FORD has announced that its 2017 GT supercar will cost \$US397,500, much the same as an Aventador in the US. Production will be limited to just 250 units, hence the exotic price. Developed as a skunkworks project, it's powered by a turbocharged 447kW mid-mounted V6 and, thanks to lightweight construction techniques including carbon fibre body panels, it is claimed to have one of the best power-to-weight ratios of any car. Production will kick off in 2016, deliveries in 2017.

VOLKSWAGEN is said to be in the midst of dumping some slow-burning models, such as the Polo three-door hatch. Moreover, Eos is unlikely to have a replacement when production ends later this year. Evidently, the concept wasn't popular amongst convertible buyers. Sure to raise a few eyebrows is a suggestion that the Beetle is up for the axe, especially as extra variants were evidently being considered.



Two New Tykes from Suzuki

It wasn't all hype and hypercars at Geneva, with Suzuki showing its iK-2 and iM-4 concept vehicles. The former is a slick hatchback-cum-crossover that's larger than Celerio (the Alto replacement) and Swift, and has been confirmed for production next year. Overall, it is 173mm longer (4.0m) and 60mm reduced in height compared with the supermini but is also 100mm wider than Kizashi. It is not the Swift replacement, evidently, which is due out soon.

The iK-2 debuts a new platform that represents a thorough overhaul of Suzuki's existing architecture. Moreover, it means fewer platforms for its vehicles in future, down from four to three, hastening its ability to release new models.

Powering iK-2 is a direct-injection three-pot 1.0-litre turbocharged "Boosterjet" petrol engine driving the front wheels. It promises to be lightweight, aiding dynamics, but also strong enough for competitive performance and economy. Some markets will also get a range-topping hybrid powertrain. It is seen as a Fiesta/Focus competitor.

Another Suzuki concept likely to make to production is the iM-4, a mini-SUV, and the number referring to wheels driven.



Touted as a possible Jimny replacement, it also utilises the new platform for increased rigidity, reduced weight and improved NVH. The iM-4 concept sports raised ground clearance, a sharp front end, a sporty kink behind the rear window, and 18-in alloys. It is powered by a hybrid system consisting of 1.2-litre "Dualjet" petrol engine, an electric motor, lithium-ion batteries, an idle stop system and brake regeneration. At 3.7m overall, it is much the same length as Jimny, hence the suggestion that this is its replacement. It is due out in late 2016.

Suzuki is said to be readying six new models in the next two years, two each in the A, B and C segments. One will be fun, the other for family. **EC**



Sway to Morph into Micra?

Some Geneva show goers glossed over Nissan's small-car concept but we reckon the Sway ought to be moved into production as soon as possible. A replacement for the underwhelming and underperforming Micra light hatch is overdue, and is not scheduled until the end of 2016.

Most of Nissan's line-up has been refreshed or replaced recently, with Micra being the exception. Nissan had little to say about the Sway concept's future, other than that some future models will follow its styling direction. However, the company isn't afraid of taking bold concepts to production, with Juke forging a tidy niche for itself.

Nissan sees Sway's design, with features of Juke and Qashqai incorporated, as "fresh, distinctive, exciting".

Sway evidently combines a number of Nissan design languages. The light clusters represent eyes, with slanted LED daytime running lights adding a severe look. Exaggerated wheel arches, a bold and much enlarged V-shaped grille and air intakes add to aggression. Certain design elements are unlikely to make it into production, such as the rear-hinged doors, the lack of B-pillars and some of the architecture left exposed.

No powertrain or performance details were available from the show.

A facelifted Micra is due at some point locally, more than a year after it was unveiled at the 2013 Frankfurt motor show. The current Micra, the fourth generation, was launched in 2010. **EC**



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AUDI'S FAST AND FRUGAL PAIR

Audi's Q7 e-tron quattro is a plug-in diesel-electric seven-seat SUV with a range of 1400km because of staggering fuel efficiency. Using a 182kW/600Nm 3.0-litre V6 TDI, it mates with a 94kW/350Nm electric motor sandwiched inside its eight-speed automatic gearbox, for a system total output of 274kW/517Nm. Audi reckons it will knock off the 0-100 dash in 6.0sec.

Energy for the electric motor comes from a 17.3kWh lithium-ion battery concealed within the boot floor, imbuing the vehicle with a 54km electric range. Fuel efficiency is quoted at an unfathomable 1.7L/100km, with mean CO2 emissions of 50g/km.

Heating is novel; waste thermal energy from the electric motor is used to warm the cabin. The new Q7 is quite a bit shorter than the former model, yet offers more passenger space, and it's sharper through the air too, with a Cd of 0.32. Optional air suspension and rear wheel steering help with comfort and manoeuvrability.

The other newcomer is the flying five-door RS 3 Sportback, utilising a reworked version of the sonorous 2.5-litre five-cylinder petrol engine. Offering 270kW (up 24kW thanks to a new turbo and max boost pressure of 1.3bar) and AWD, it cuts out the 0-100 quickstep in a claimed 4.3sec, just enough to beat the A 45 AMG (temporarily, in all likelihood). Helping

is torque of 465Nm across a broad band (1625-5550rpm), weight loss of 55kg (1520kg total), and a slicker shifting seven-speed dual-clutch transmission. A new Haldex-type AWD system mounted in the rear axle improves weight split, and torque vectoring comes standard. For sonics, a two-stage exhaust is fitted.

Underpinning the RS 3 is the MQB platform and uprated S3 suspension, the car wider in the tracks and sitting lower on 19-inch alloys. Uprated brakes feature eight-piston calipers up front. Carbon ceramic front discs are an option, a first for the class, and, magnetic ride control is also offered. Expect a saloon version of the RS 3 soon too. **EC**



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VW's new look

This concept, VW's Sport Coupe GTE, gives an indication as to what the new Passat CC will look like, due in 2017.

It is also said to presage the Phaeton replacement, and introduces the company's new 3D design language, under the guidance of Walter de Silva. The badge, headlights and grille are all incorporated into a single horizontal feature, emphasising width.

With a wheelbase 50mm longer than the new Passat's, the VW concept is bigger all round than the four-door sedan, with more interior space. Offering seating for four, the concept has a full-length centre console (beneath which is a 10.7kWh lithium-ion battery pack) and 480 litres of boot space. The concept is a liftback rather than sedan design. It is also bigger in all directions than the seven-year-old CC. Underpinnings are based on VW's MQB modular platform.

The concept debuts a plug-in hybrid petrol electric system that may turn up in future VWs. It utilises a 220kW/500Nm turbocharged 3.0-litre V6 petrol engine linked via a dual-clutch auto to two electric motors, of 40 and 85kW, for a total kW count of 279. The engine drives the front wheels, aided by the in-gearbox electric motor, while the other amped motor drives the rears for on-demand 4wd capability. A 0-100 time of 5.0sec is quoted. Mean fuel economy is 2.4L/100km, with average CO2 emissions of 46g/km. Expect an electric-only range of 50km, and overall touring distance of 1200km. **EC**



Kia's Sassy Wagons



Kia showed off its SportSpace shooting brake concept at Geneva, which it intends to put into production next year. Essentially, it is the new Optima wagon and it foreshadows a general move by the brand towards a more performance-led direction. Kia wants to be "a sporty innovative company with great design", according to Kia's European chief, Michael Cole.

The concept is as much of a styling statement as it is a load hauler. Up front is an evolution of the existing Optima design, with a narrow tiger-nose grille, and dual LED headlights. Expect the composite brakes, flush door handles and tiny mirrors of the concept to go west on the production vehicle. However, the elongated roof, LED lights, finned bonnet and fender vents will likely remain. The wagon is aimed at active people with space for four and their gear.

The concept SportSpace runs a 1.7-litre turbodiesel boosted by an

electric motor and offers part-time all wheel drive. There's also a sequential shift-by-wire automatic transmission, activated by steering wheel paddles. A new turbocharged engine is likely to power another version.

Also on the Kia stand at Geneva was the Kia Ceed GT Line, featuring the company's new three-cylinder direct injection turbocharged 1.0-litre engine and seven-speed dual-clutch transmission. The engine pumps out 88kW and 172Nm, with lower CO2 figures than the 1.6-litre GDI engine and this along with the twin-clutch tranny will be seen in various future Kias. It can handle torque outputs of up to 300Nm.

The Ceed GT line introduces a sporty trim line, for models between the Ceed GT and regular versions, but with the more fuel efficient engine. So a fast looker but a frugal runner. Styling details include ice-cube shaped LED daytime running lights, sportier bumpers, side skirts, twin exhausts, a rear diffuser and 17-inch alloy rims. **EC**





The Next A6 Avant?



You're possibly looking at the next A6 Avant here, previewed in the second Prologue concept, penned by new Audi design chief, Marc Lichte. The first emerged in coupe form at the LA show last year. Features include a wide hex grille, matrix laser headlights, a sculpted bonnet, muscular wheel arches at the rear, a steeply angled tailgate and tailpipes integrated into the bumper.

Rolling on a 2990mm wheelbase, the estate is 5110mm long and 1970mm wide.

Its powertrain is similar to that in the plug-in diesel-electric Q7. Only this is lighter and faster, with 0-100km/h up in 5.1sec. Similar outrageously low fuel economy of 1.6L/100km is quoted. The Concept wagon is underpinned by air suspension with adaptive damping and four-wheel steering.

The interior of the Prologue concept is also ultramodern, with a flexible OLED display that curves upwards from the centre console, and a "virtual cockpit" similar to that first deployed

in the TT. An area in front of the passenger is dedicated to the control of the infotainment system. Back one row are two large single seats, each with its own flexible OLED screen.

This concept hints at a luxury eco-wagon, something the company has presented in concept form before but not taken any further. Perhaps this time it will follow through. **EC**



Lexus Teases with Lilliputian LF-SA



Lexus has shown off a Mini/Audi A1 competitor in its LF-SA city car concept at Geneva. Just 3400mm long, 1700mm wide and 1430mm tall, it is more miniaturised than both of the above – think of it as a luxu version of the now defunct iQ – yet Lexus reckons that the LF-SA can tote four in a 2+2 seating layout. Unusually, the driver's seat is fixed but the wheel and pedals can

be adjusted to fit. The passenger seat, however, slides back and forth, permitting access to the rear. Other interior features include head-up display, and a hologram-style infotainment system. The LF-SA's new spindle grille design could expand across the brand.

The car was designed at Europe's ED2 styling studio using L-finesse cues, and is aimed at the European market. Based

on the Yaris platform, it blurs the lines between hatch and crossover. No engine data were presented at Geneva.

While it's unlikely to make production, a small car is something the company is at least considering. However, everyone is cautious about up-market down-sized cars, given how well the Smart brand hasn't fared. Lexus spokespeople said at the show "at this time it is only a concept". **EC**

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The Beatles offered a ticket to ride, but Auckland Transport wants someone to pick up the tab for an extensive car-sharing scheme, preferably one that's based on electric vehicles. The city's transport authority has issued a call worldwide for an overseas investor to set up some form of car-share shop here. Given Mayor, Len Brown's, aversion to spending his council's rating dollars, said investor will evidently be offered few incentives to front with a soothing balm for Auckland's road congestion. About the only thing that AT has put on the table as encouragement is the provision of dedicated parking areas for the electric vehicles.

These EV car spaces will be provided at public car-parks and amenities such as libraries, located all over the city. So the real cost of the EV-sharing scheme could be the loss of those spaces to the wider vehicle-owning public. With the potential ideal investor providing between 200 and 500 shared cars for the scheme, there could be an equivalent number of car parks no longer being made available for use by the majority of road users.

The loss of these parking spaces to the scheme could be just the beginning as AT is keen to encourage more road users to trade their combustion engines for personal mobility based upon renewable energy. Dedicated EV parking spaces could be one of the carrots offered to encourage more motorists to make

the switch. So instead of just losing hundreds of car parks to the EV-sharing scheme in the short term, it's conceivable that AT may make parking increasingly more difficult for combustion-engine users in the future by reserving thousands of spaces for EVs. We could end up with a situation similar to parking reserved for disabled drivers, where the spaces are used infrequently rather than constantly. We currently accept the need for disabled parking spaces in prime positions, and rightly so, but will we feel the same about EV drivers?

The present call for an investor to set up an EV-sharing scheme in Auckland is therefore quite possibly the opening salvo in a long battle between two automotive technologies in this country. Aucklanders are likely to view the loss of access to 500 parking spaces around the city with some resistance. So it will be interesting to see whether AT can make that bitter little pill easier to swallow.

Generally, the proven modus operandi when introducing unpopular policy is to target minorities, as it confines the political fallout to that minority rather than the wider voting populace. So I won't be surprised at all if Brown and his councillors take those parking spaces away from a minority road user group like motorcyclists.

Consecutive National government ministers for the Accident Compensation Corporation have already showed that those in power can kick this group

around as much as they like and have little to fear in the way of consequences. Yet such an outcome would limit all the good work motorcycles can do by alleviating road congestion. A 2011 study* of commuting times between Leuven and Brussels in Belgium highlighted that if just 10 per cent of commuters swapped their cars for motorcycles, then the journey intervals of ALL road users would be reduced by 40 per cent.

It appears that some at AT are totally unaware of the contribution that motorcycles can make towards relieving traffic congestion. When asked if his organisation had ever discussed ways that increased motorcycle use could be encouraged, AT's media relations manager, Mark Hannan, replied in the negative, and added this: "You can't take the kids to Bunnings for a bit of shopping on a bike."

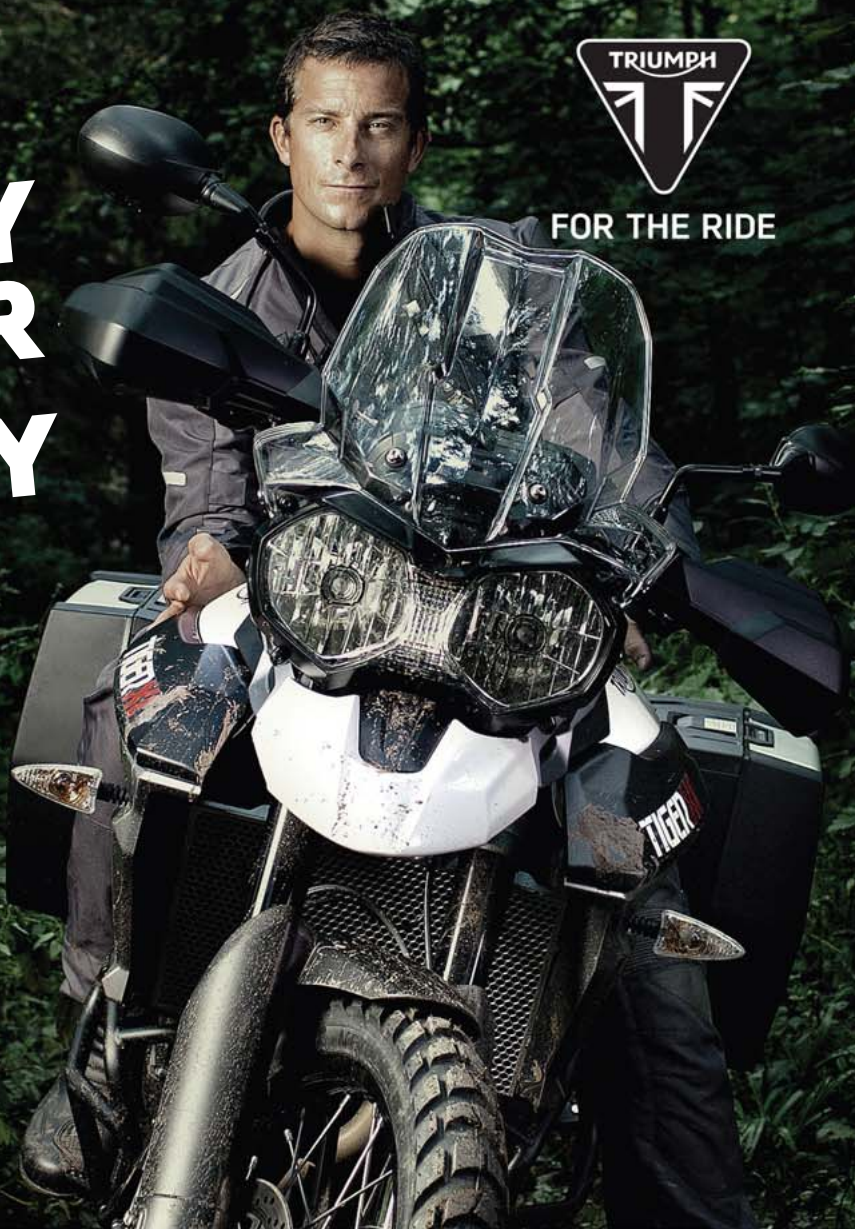
So that's evidently what we Aucklanders are all doing when we line up in our motorway queues each morning for the long hard crawl to work. It was a flippant comment that highlights that AT's call for an investor to provide an electric vehicle-sharing scheme has absolutely nothing to do with the need to relieve peak hour road congestion in the city. The sharing of the EVs is most likely to take place in the weekends, so you've got to wonder whether the loss of hundreds of prime parking locations measures up with the benefits of such an enterprise. **EC**

* You can read the full report here: http://www.tmlleuven.com/project/motorcyclesandcommuting/20110921_Motorfietsen_eindrapport_Eng.pdf

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For more information or to book a test ride, jump online or contact your local Triumph dealer.



BRING BACK THE NOISE

Ask anyone who was at Melbourne last month for the Grand Prix and they'll tell you that the best sounding engine during the F1 race was that of the showroom-sourced pace car.

It's the result of the 1.5-litre V6-only hybrid and energy regeneration engine policy of course. At no time in F1's previous history has such a rigid regime existed, and at no time has the entire grid sounded so much the same and so dull.

Even in the relatively low-tech 50s, it was possible to hear a range of engine formats at every Grand Prix. There were fours, sixes and eights - the latter in straight, or vee layout - and the different bores and strokes and innovative exhaust systems meant that you could attend a race and recognise each car by its sound signature.

During the early sixties, when F1 was going through its steepest learning curve as front engines gave way to mid-mounted ones, and contemporary regulations required tiny 1.5-litre non-blown power units, the Grand Prix grid contained a cross section of just about every cylinder layout possible.

Ferrari managed to work through six, eight and 12 cylinders during the '61 to '66 period, each with its own distinctive and hackle-raising sound, while Porsche's fan-cooled flat fours and eights chimed in with amazing engine notes which had a midrange change of timbre that could bring tears to one's eyes.

The BRM and Coventry-Climax V8s sounded good too, especially when they gained four valves per cylinder and five-figure revolutions towards the end of their careers.

But sound star of the 1.5 litre years was the incredible Yoshio Nakamura-designed Honda RA271/2 V12, which yowled its way mostly in midfield

positions but eventually to win the final 1.5-litre F1 GP with a goose-bump generating red-line of telephone number proportions.

An ill-fated flat-16 1.5-litre Coventry-Climax was also created and quickly discarded as for all its weight and additional complexity, it couldn't overpower the V8s.

While the Cosworth DFV V8 might have eventually dominated the early years of the 1.5 litres blown, 3.0 litres unblown formula, it wasn't for lack of other makers trying.

Maserati, Alfa Romeo, Ferrari, Weslake, Honda and BRM each campaigned V12s, with the Alfa's engine one of the most deliciously mellow-sounding beasts of all time - its noise making up perhaps for its relative lack of success.

An H-16 also reared its musical head from BRM, while Cosworth's all-conquering V8 was ably preceded by the unlikely Repco of similar format which carried all before it, at the hands of Brabham and Hulme, before the higher tech power units started to trickle onto the grid.

The music-accompanying Grand Prix in those years was an astonishing cacophony, and when the normally-aspirated engines were sprinkled with four- and six-cylinder turbo cars of half their capacity, every car had its own soundtrack.

The news is that the right noises might yet return as more free-breathing versions of the current formula and even a whole formula change are considered.

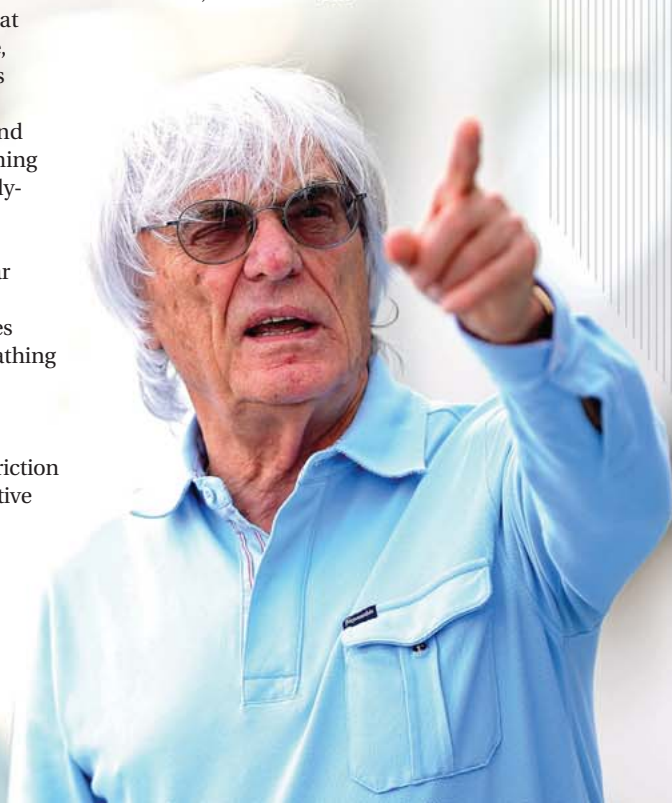
For me, there should be no restriction on cylinder format, and some creative placements of trackside mics from the TV people could allow viewers at home to hear the difference. F1 could return to the halcyon musical days when the cars didn't sound exactly like each other.

Meanwhile, after decades of screeching two strokes - also sounding seemingly identical - the full-sized motorcycle GPs now echo to more relevant four strokes, though it's unlikely that two-wheeled competition will ever sound like the classic years of GP bike racing - again from the mid-sixties.

The noises emitted by singles, twins, triples, fours, fives and sixes, some revving beyond 21,000rpm would be unimaginable to those used to relatively low-revving car engines.

The experience, especially on road circuits, where walls and houses reflected an amazing doppler effect from the various MV, Honda, Gilera, and Guzzi power units, is something I'll never forget. Likewise the even more ear-shattering two-stroke singles, twins and fours from Japan and Eastern Europe.

If F1 loses too much more of its spectator or viewer appeal, the best way to coax people back would be to drop the cylinder format restriction and tell the people they have something special to listen to as well as look at. For me, the sooner the cars themselves become the big noise in F1 instead of Bernie Ecclestone, the better. **EC**



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ON YER BIKE SUMMERFIELD



You can buy a Lamborghini-badged tractor, a Toyota sewing machine and a Porsche cell phone. Bugatti has opened a boutique down the road from Harrods while Ferrari has its own version of Disneyland in Abu Dhabi. It is fair to say that the biggest asset for most of the world's car brands is the brand itself.

After sticking its logo on key rings, caps and polo shirts, one of the most common sidelines for car companies is the humble bicycle. Peugeot started out building bikes, while others like McLaren prefer to pimp out existing bikes. BMW has been pushing pushbikes for half a century. That fact didn't cross my mind when I received an offer of a long-term test of the most environmentally friendly road legal BMW sold in New Zealand. I'm hoping i8, but the i3 is more likely, so I ask, "is it a performance model?"

"In the right conditions it can be stupidly quick" was the reply from BMW's Ed Finn. This is too good to be true, I'm thinking, for of all the new cars I tested in 2014, the i8 was the most memorable. Immediately I start thinking about charging point locations and scissor-doors before I'm left perplexed by Finn's next statement; "it's also our most capable off-road product." Then he pointed out the BMW Mountain Bike parked alongside the

various new cars in the company car park.

Suddenly the test drive (ride) feels like an intervention, and I pointlessly try to suck in my stomach. Who am I kidding? It's been a decade since my last decent physical effort: the Lake Taupo bike race. Today I'd be lucky to clock up 50km on the flat. Taupo's hilly 160km course? Not a chance. My road bike sits on a wind trainer because I'm too gutless to take on the hills around Titirangi. If only that gutlessness was a physical attribute.

I relax my well hidden abdominal muscles and I chuckle at the nobbly tyres with 'Fat Albert' boldly emblazoned on them. I now have a BMW in the garage, and while it's not the i8, the strangely named 'Mountainbike All Mountain' still sports its share of technology.

The full-suspension, or 'boing-boing' is hard to miss, mostly thanks to the vivid green pivot below the seat post which is attached to a Fox Float CTD shock system. There's enough adjustment to make any of BMW's Driving Experience Control systems fitted to its cars seem just a touch inflexible. Shock rebound can be fine tuned along with three separate settings for Climbing (firm), Trail (medium) and Downhill (soft). It is a right Goldilocks-style offering, which is matched by the front forks as well. Pretty trick, I'm thinking, but as I quickly discovered, it can be tricky. These are air-

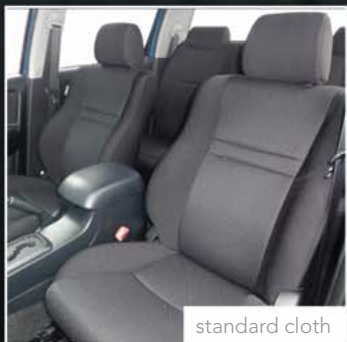
filled shocks, and they need what seemed to me to be an insane amount of pressure. I discovered this after failing to read the manual. Who knew that your run of the mill bike pump couldn't deliver the 250psi required to keep me on the level.

As with most bikes, the components are from external suppliers. Shimano provides the 30-speed gear system, with a low ratio that is better than 1:1. It is too low to use on the flat, but a dream come true for a big lad like me in the hills. The Japanese company also provides the hydraulic disc brakes, which I discovered (slightly painfully) during a descent needed bleeding.

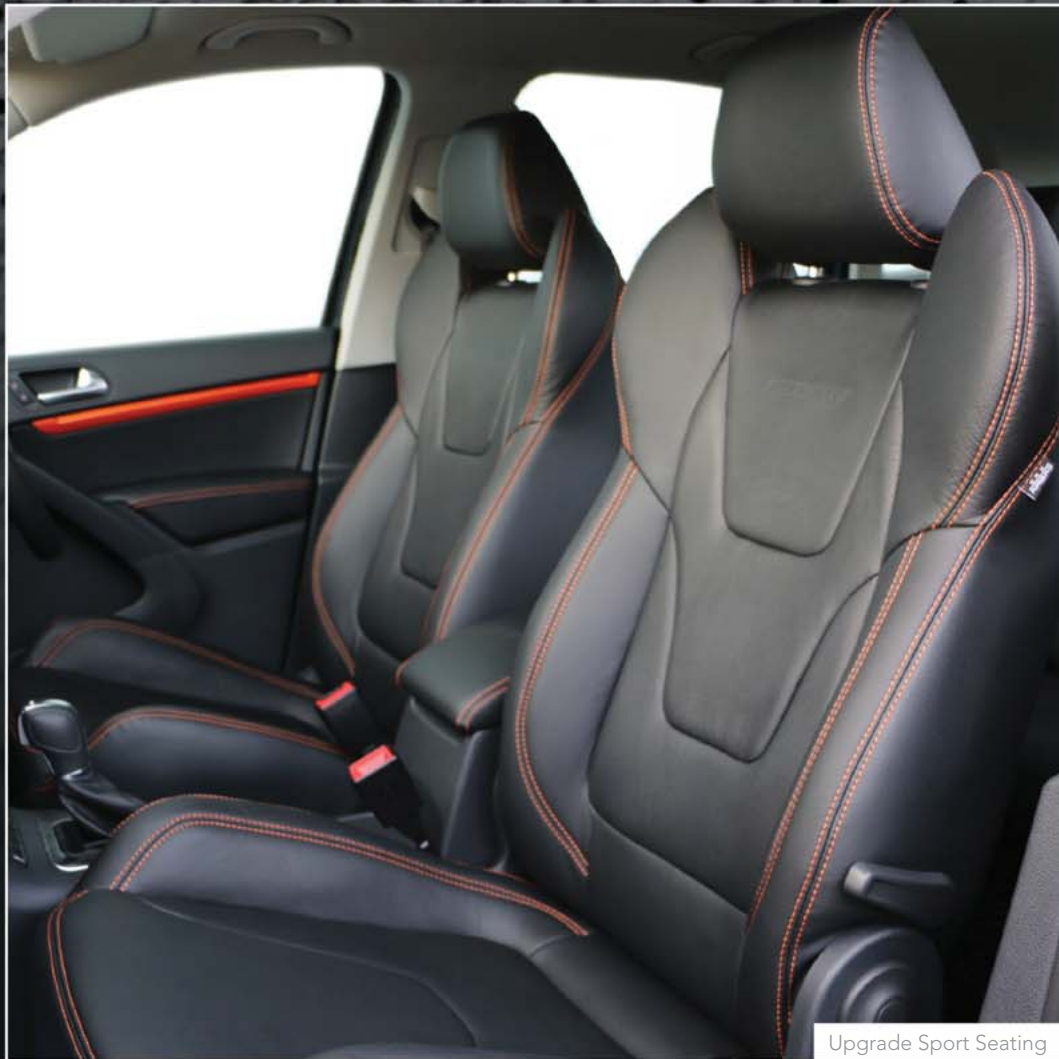
Aside from the badges, BMW's only contribution is the design of the hydro-formed aluminum frame. It's the only understated part of the bike. The whole thing weighs 13.4kg. My goal now (with the bike's assistance) is to try and lose at least that amount over the next three months.

So like the i8, my BMW boasts two pedals, sequential gear change and a clean green image but that is pretty much where the similarities end. While the car is better for the planet, I'm hoping the bike is also better for me. Time will tell all. **EC**

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C 63

CHAMELEON



AMG C63

THE LATEST MERCEDES
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THE MOVE TO FORCED
INDUCTION AND THE
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UP PLENTY OF TECHNOLOGY
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WE ATTEND THE WORLD
LAUNCH IN SUNNY PORTUGAL

Words **Peter Louisson** Photos **Mercedes-Benz**

The songbird may be dead, but there's a new warbler to take its place. While it doesn't always hit the low notes as convincingly there's still enough of a trill to give a truly satisfying performance. We refer obliquely to the passing of the beloved 6.2-litre V8 in the C 63, and its replacement with a new forced induction engine that's a proper blowhard. The change is sufficiently momentous that it has forced a nomenclature upgrade. Mercedes-Benz has been busy elsewhere rationalising its use of alphanumericals and has also simplified the naming of its top sports models, beginning with the Mercedes-AMG GT. Henceforth, the race ace of the C-Class line will be known as the Mercedes-AMG C 63. It arrives in Q3 with pricing that starts at \$164,900 +ORC, putting it right in the ballpark of its two main rivals.

The name remains similar but shorter, and that's rather what has happened to the C 63's more



compact engine, though it stays the same on the cylinder count, giving it a point of difference from its six-pot rival, the M3. It also retains the one-man, one-engine ethos.

As per the new order, the bellowing bull 6.2 V8 makes way for a 4.0-litre biturbo unit producing even more power and torque - up by 25kW and 50Nm - but using a claimed 32 per cent less fuel. Mercedes reckons this is the most frugal V8 in its class (8.6L/100km in C 63 S estate guise, compared with 10.7L/100km for RS 4).

The C 63 has another advantage over its rivals, for it's available as an aggressive four-door saloon and a slightly less angry looking (but almost as quick) estate costing \$3000 more. And a Coupe is coming. The opposition hasn't the body diversity of the C 63 line-up.

The engine has always been the heart and soul of the C 63. Evidently there's

only 10kg difference between the old and new mill, according to the head of engine development, Christian Ehler, so the almost even front-rear weight split remains. The new engine in its higher output S format, the only variant coming here, develops 510hp (375kW) and a rollicking 700Nm of torque across a broad spread of revs (1750-4500rpm). Moreover, they've halved the shift pace of the seven-gear AMG Speedshift automatic transmission, so it's now quick as a whippet, especially in Race mode. It blip downshifts too and incorporates a Race Start for optimum acceleration, enabling the top C variant to hit 100km/h from stopped in four seconds flat. That's as quick as a \$250k Porsche Carrera GTS but will also transport families of five.

Naturally, everyone was wondering what the new smaller V8 would sound like.

The exhaust gurus worked overtime to retain some of the sonic character of the outgoing C 63 and all cars coming here get the three-flap performance exhaust system. In Comfort mode it's quiet, in Sport mode, much more unruly, though without quite the bass profundity or volume of the old car. Still, at the Portimao launch venue, four C 63s line astern at nearly 250km/h sounded like a Spitfire strafing the track.

There's always some give and take from one model to the next, and while the exhaust noise doesn't get the adrenals pumping quite like the outgoing C 63, most everything else about the car has the blood flowing apace. Arguably, its versatility is its primary virtue. You can set the car up to tear a track apart or, with the push of a couple of buttons, change its character completely to womble off to the dairy on paper, milk and bread duty. In Comfort mode,



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OR, WITH THE
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C 63

FAST FACTS

NEW 4.0-liter biturbo V8 generates 375kW from 5500rpm and 700Nm from 1750rpm.

QUOTED wet weight of 1660kg for the saloon, 1730kg for the estate.

POWER to weight of 4.43kg/kW puts it "at the head of the rankings".

THIRD-GEN direct fuel injection helps engine to mean fuel use of 8.5L/100km and EU6 standards.

AMG Speedshift MCT features acoustic upshifting and double de-clutching.

DYNAMIC engine mounts firm up for more direct steering/feedback, soften for extra comfort.

AMG Ride Control sport suspension also features three-stage adaptive damping.

CONTROLLED efficiency setting in AMG Dynamic Select includes gliding and idle stop functions.

FOUR-LINK front suspension features wider track, multilink rear gains added negative camber.

ELECTRONIC locking rear diff reduces inside wheel spinning for faster acceleration out of corners.

THREE-STAGE ESP includes Sport Handling mode.

TYRES are 245/35R19s on the front and 265/35R19s on polished 19-inch titanium grey alloys.

WIDER tracks, aluminium front wings and bonnet, and stiffer body in white aid sports handling.

FRONT splitter reduces lift, and rear diffuser houses four exhaust outlets.

CARBON-look dials include 320km/h speedo.

HEATED performance seats feature increased lateral bolstering.

INTELLIGENT Drive safety includes enhanced Attention Assist, and Collision Prevention Assist Plus, helping to avoid rear-end car park collisions.

AMG C 63



ABOVE - Compact V8 is set well back in the engine bay, helping with weight balance and turning ability.

BELOW - All the various set-up modes make this especially versatile, as happy on bumpy tracks as it is plying choppy B roads or inner city rat routes.





ABOVE - Serious attitude with Spock-like LED eyebrows, flared guards, lots of rubber. Note the distinct lack of body roll. RIGHT - Wagon version adds yet another string to the AMG C 63's bow LEFT - Different rear light treatment clear here



it has a coasting function, and idle-stop helps eke out optimum fuel economy.

At the launch we didn't have much time to check out wibble mode, for Mercedes had done something rather provocative; they debuted the car at the same circuit BMW had used for the M3/4 a year earlier. Moreover, Mercedes invited attendees to use the full circuit whereas on the BMW debut each lap was interrupted by a trip into the pits. The company was clearly trying to make a point about its brake technology for all the C 63 track cars were installed with carbon-ceramic stoppers, the first time this option has been offered in a C 63. It meant that each driver got two sighting laps, following by two flying laps and a cool-down completion circuit. I'd been there for the M3/4 launch in 2014 but the experiences were not exactly comparable, for BMW let us out individually at 30sec intervals, whereas Mercedes had a pace car up front with three following. That scenario's good if you're all quick, not so much if there's a less focused driver. We were continually baulked by

those in front, occasionally triggering the collision avoidance system.

Instead of opting for full 'Race' settings in the AMG Dynamic Select system, the Driving Academy had set suspension a notch down in Sport+ because their laps times were quicker on the bumpy track. The AMG C 63 is a slightly bigger car than the M3, and is likely a shade heavier (circa 1700kg), but is also lighter than its forebear (1800kg). There's excellent throttle control of lines nearing the grip limit and the steering is quick, precise and meaty off centre, though could stand to be slightly more tactile. Getting on the gas too early has the bulk torque of the big V8 hanging the tail, at which point unless you catch it the ESP steps in, slowing progress. The equivalent M3 setting permits greater slip angles before calling time. Turn off the ESP and its smoke in mirrors time.

The C 63's monstrosity quick up through the gears, hitting its 7000rpm limit so quickly and easily, and the shifts are ultra fast, super-smooth. We generally let the gearbox do its own thing and that it did masterfully. Standard fit paddles are

great fun to use in the right setting, however. After the allotted laps I asked to passenger with multi-DTM champion Bernd Schneider who gave a quick lesson on how to get the most out of the car. He's a famous late braker and absolutely stands on the big pedal in a straight line, easing back as he turns towards the apex and then fires the car out the other side. He uses every centimetre of track - what ripple strip? - which opens up each bend by a few degrees and so he carries more corner speed. A lot more, with no-one able to keep up with the "pace car" when he was on it. Any hint of the rear tyres breaking loose is dealt with an instant application of oppo. Talk about milking the most from the rubber, delivering optimal lateral grip, the car continually squirming sideways but under control. I asked which engine he preferred, and he said the noise of the atmo C 63, no question, but he prefers the accessible grunt of the new mill.

On the drive back to the hotel, faster traffic on the almost empty toll road was flowing beautifully at 160km/h, which we can report is 2500rpm in seventh (100 is under



ABOVE - Smart in blue. Latest C-Class shape looks even better with added muscle of AMG C 63 styling. Subtle bonnet bulges and wheel arch flares along with bigger air intakes, wheels and brakes distinguish C 63



Mercedes-AMG C 63 S

Price \$164,900

0-100 km/h 4.0s (claimed)

On sale in New Zealand Q3 2015

Claimed fuel use 8.5L/100km

CO2 output 198g/km

Engine capacity 3982cc

Engine format V8/DI/TT/longitudinal

Max power 375kW@5500-6250rpm

Max torque 700Nm@1750-4500rpm

Specific output 94.2kW/L

Weight-to-power 4.5kg/KW

Bore x stroke 83mm x 92mm

Compression ratio 10.5:1

Cylinder head dohc/32v/vvt

Gearbox 7-speed auto

Drivetrain rear-wheel drive

Front suspension four-link,

sway bar, active damping

Rear suspension multilink,

sway bar, active damping

Front brakes ventilated disc (390mm)

Rear brakes ventilated disc (360mm)

Stability systems ABS/EBD/BA/TC/ESP

Tyre size f-2435/35R19, r-265/35R19

Tyres Michelin Pilot Super Sport

L/W/H/W-B 4756/1839/1426/2840mm

Track 1609/1546mm

Drag coefficient 0.33

Fuel capacity 66L

Luggage capacity 435L

Weight (claimed) 1655kg

1500rpm). The car is ridiculously composed at this speed. Floor it, and the box instantly selects fourth, rocketing forward quickly passing 200km/h en route to a governed 250km/h. We saw close to that on track, and heavy braking from that speed proved inspirational, with great stability, zero fade. On road the steel brakes are almost as reassuring.

As to style? Just check the images. C on steroids. A slight cab rearward design, with a body kit, 19-inch rims and dual power bulges on the bonnet sets the scene. The estate is more restrained, particularly at the rear, making it a family stealth weapon.

There are a few surprises in the lengthy spec list; comfort entry is present but a key must be slotted and turned for start up. Likewise, the estate's fifth door and the sedan's boot lid are both manually operated, in the

interests of weight saving. Plenty of the usual cost options are standard in the Antipodean cars including a panoramic sunroof, LED lights, active cruise control, head-up display, nappa leather trim, performance seats and D-shaped steering wheel, among others.

The breadth of the AMG C 63's abilities will make it attractive for those who want a car that mixes sports and comfort for various day-to-day activities. Some might find the C 450 AMG sufficient. But most who can afford the C 63 will doubtless spend the extra, and there will be those who won't blink about upgrading to the more expensive (\$171k) limited Edition 1 versions which feature nice cosmetic upgrades, such as matte black alloys, extra tinting for windows aft of the B pillar, and quilted nappa leather seats. Like the chameleon, it's available in a range of special colours. **EC**

THE BREADTH
OF THE AMG
C 63'S ABILITIES
WILL MAKE IT
ATTRACTIVE FOR
THOSE WHO WANT
A CAR THAT MIXES
SPORTS AND
COMFORT FOR
VARIOUS DAY-TO-
DAY ACTIVITIES



TRUSTY SIDE KICK

The other half of what Mercedes boss Dieter Zetsche called “the Dynamic Duo” is the C 450 AMG 4Matic, the C 63’s rather athletic little sib. Although this is not expected to arrive until midway through next year, a few words are definitely warranted for this is the opening gambit of a new pathway into AMG Driving Performance vehicles.

Essentially, it uses the adjustable AMG Ride Control suspension and variable ratio steering as developed for

the AMG C 63, while under the hood is an enlivened version of the E 400 engine. It’s a 3.0-litre biturbo petrol V6, spitting out 275kW and 520Nm, and driving all four wheels, the first time a 4Matic performance machine has made it into right hand drive. It’s meant to click off a zero to 100 dash in just a whisker under 5.0sec as a sedan, so it’s no slouch.

Sporting AMG badges, it is akin conceptually to the opposition’s M Performance and S machinery, designed to make the AMG driving



FAST FACTS

AVAILABLE midyear through next year in both sedan and estate versions, C 450 AMG 4Matic broadens access to the world of AMG. **ITS** BlueDirect twin-turbo 3.0-litre V6 engine offers peak torque of 520Nm from 2000-4200rpm. **PROCESSING** power is a 7G-Tronic Plus automatic, featuring a manual mode activated by paddles.

A 0-100 time of 4.9sec is quoted for the sedan, 5.0sec for the estate. **OVERALL** fuel use is rated at 7.6-7.7L/100km. **AMG** Dynamic Select drive programmes include Eco, Comfort, Sport and Sport Plus. **THE** Eco programme incorporates stop-start and sailing functions. **A** lightweight sports exhaust system generates low back pressure for added power.

EXTRA negative camber front and rear enhances lateral dynamics. **STIFFENING** of the body shell and suspension bushes improves precision and agility. **ESP** features Curve Dynamic Assist to optimise cornering performance. **ELECTROMECHANICAL** steering set-up is similar to that of the new C 63. **VENTILATED** disc brakes all round have 360mm rotors up

front and 320mm rotors at the rear. **AMG** body styling includes 18-inch alloys, AMG badges on the front wings, special front bumper and rear diffuser. **A** Night Package of exterior and interior blackening is a no-cost option. **THE** interior features Black Artico upholstery with red designo contrasting, and a flat-bottomed nappa leather steering wheel.

SPORTS seats offer enhanced lateral support. **STANDARD** features include Adaptive Brake, Attention Assist, Collision Prevention Assist Plus, sports pedals, and ISOFIX child seat attachments. **OPTIONS** include performance seats, various 19-inch rims, leather seat upholsteries, and carbon fibre/aluminium trim.

RIGHT - C 450 AMG is visually toned down slightly and appropriately from the AMG C 63. Jewel-like grille and big air vents suggest serious sporting intent



Mercedes-Benz C 450 AMG 4Matic Sedan

Price T.B.A.

0-100 km/h 4.9s (Claimed)

On sale in New Zealand Q2 2016

Claimed fuel use 7.6L/100km

C02 output 178g/km

Engine capacity 2996cc

Engine format V6/DI/TT/longitudinal

Max power 270kW@5500-6000rpm

Max torque 520Nm@2000-4200rpm

Specific output 90.1kW/L

Weight-to-power 6.0kg/kW

Bore x stroke 88mm x 82.1mm

Compression ratio 10.5:1

Cylinder head dohc/24v/vvt

Gearbox 7-speed auto

Drivetrain all-wheel drive

Front suspension four-link,

sway bar, active dampers

Rear suspension multilink,

sway bar, active dampers

Front brakes ventilated disc (360mm)

Rear brakes ventilated disc (320mm)

Stability systems ABS/EBD/BA/TC/ESP

Tyre size f-225/45R18, r-245/40R18

Tyres Dunlop SportMaxx

Wheelbase 2840mm

L/W/H 4702/1810/1440mm

Track 1578/1554mm

Drag coefficient n.a.

Fuel capacity 66L

Luggage capacity 435L

Weight (claimed) 1615kg



experience more accessible to a wider audience. And while the price isn't yet set, there have been suggestions that the C 450 will cost around the \$120k mark.

The car itself is distinguished by its jewel-like grille, the diamond pattern similar to that of the A 250, and it runs gloss black alloys. Inside, there are red safety belts and stitching, along with a flat-bottomed steering wheel, and head-up display.

It's not easy to make a V6 sound anything other than refined and turbine-like and while there are no tricky exhaust flaps to open as with the AMG C 63, the C 450 pops and bangs on the overrun and sounds interesting up through the gears. Not quite as quick shifting as the C 63, it produces plenty of performance when revved out from 4000 through to its 6500rpm redline, and proves well quick just using moderate revs, even from around 2000rpm where peak torque is already available. It has that typical bi-turbo effortlessness.

ABOVE - Sexy black alloys, flat-bottomed steering wheel, and red highlights both under the bonnet and inside the cabin hint at a sporting character. And thanks to a bi-turbo V6 and full-time AWD it does deliver the goods. Now there's just the wait until its arrival next year

In fact, we followed a C 63 through some of the best hill roads of the entire launch drive, smooth for the most part but sinuous, full of right-angle corners. Sure, the C 63 pulled a gap on the short straights, any straights actually, but the driver couldn't dislodge the C 450 from his tail. Not that we weren't working to keep

up but the C 450 has a bit of extra mechanical grip by virtue of its 4Matic permanent four wheel drive, and with a smaller, lighter engine up front it also feels to have a slight turn-in advantage. With three adaptive damping options, and the ability to adjust the engine and transmission between loafing and larrikin, the C 450 is every bit as versatile in its personality make-up as the AMG C 63.

Set everything to Sport mode, and there's this great mix of excellent body control and lovely bump compliance. Add in the 33 per cent front, 67 per cent rearward bias of the four-wheel drive set-up and you've a cut price C 63 without quite the gravitas but it's certainly still a highly rewarding and energising drive. Plus it looks pretty sweet. A definite superhero's sidekick. **EC**

THE C 450 HAS A BIT OF EXTRA MECHANICAL GRIP BY VIRTUE OF ITS 4MATIC PERMANENT FOUR WHEEL DRIVE

C 450 AMG

PORSCHE
FEST
GTS

Words Peter Louison Photos Tom Gasnier



GTS



ADDING ANOTHER LAYER TO THE PERFORMANCE STRATA OF THE PORSCHE LINE-UP IS THE TUNED GTS RANGE. THE GTS BADGE DATES BACK TO ONE OF THE MOST ELEGANT OF ALL PORSCHEs, THE MID-ENGINE 904 GTS OF 1963. THE THREE LETTERS WERE REVIVED IN THE 80s FOR THE 924, AND AGAIN ON THE LAST 928 BEFORE THE MARKETING DEPARTMENT DEEMED THE CAYENNE WORTHY OF THE BADGE IN 2007. NOW THERE ARE GTS VARIANTS OF ALL PORSCHE PRODUCTION MODELS AND HERE WE SAMPLE A TRIO OF THEM, BEGINNING WITH THE RE-ENGINEERED CAYENNE.



GTS

MORE PEP FOR CAYENNE GTS

The Cayenne is easily the heaviest Porsche, and yet is perversely its best seller. People like its versatility and practicality. With the GTS you get extra power and torque over the S without going all-out like the Turbo, both on power and price. Cayenne customers consider it the happy medium, and it has become the best selling petrol variant.

The facelifted GTS gets a more potent version of the 3.6-litre biturbo V6 in the S. Output totals 324kW and 600Nm. Lab-derived fuel consumption is roughly 10L/100km. Porsche reckons the GTS weighs 2.1 tonnes but our particular vehicle had a few extras, including a panoramic sunroof, and weighed almost 2300kg fully fuelled. Adding extra haste is a sport chrono package (\$1690) which whittles off 0.1sec (5.1sec 0-100) thanks to its performance start system. Our machine also had special wheels and rubber, the rim diameter out to 21 inches, encased with Michelin Latitude Sport 3 rubber, 295/35R21s all round.

From the exterior, you're hard-pressed to pick the GTS, but subtly larger sills are a clue and there are four black exhaust tips. The GTS badge is a bit of a giveaway too. Up front, the face is the same as a Cayenne Turbo's. The interior features GTS logos, and upholstery is a mix of leather and Alcantara, though our particular vehicle sported a full black leather fitout (a no-cost option) for the special 18-way sport adaptive seats (\$3510).

One of the interesting aspects of the Cayenne is Porsche's refusal to de-button the interior, so there's plenty of centre console hardware to hand. However, once you've learnt where everything is, it seems to divert your attention away from the road for less time than the rotating, pushing, pressing mousey alternatives. Straight ahead and there's no head-up display but primary data you can assimilate at a glance.

Once you're sorted and on the go, the updated engine is pretty effective, though despite a sports exhaust and sound effects generator it doesn't quite offer V8 aural excitement. Still, with the switchable exhaust

flap open, it's about as good as any V6 gets. Forced grunt is on tap from below 2000rpm, meaning it can haul away meaningfully from 100 without a downshift. Tall gearing helps with economy, 2000rpm in eighth gear bringing up 115km/h. Use all the revs - it spins to 6700rpm - and you can expect the idea of 10L/100km to fly out the window. We saw double that, but we weren't holding back.

Porsche underrates performance, the sprint time a claimed 5.1sec. We nudged the VBOX into the high fours using performance start mode. The shift from first to second is lightning fast, forcing your head into the seat back. It can fair fly in the intermediate gears, taking just over 3sec or 90m to run from 80-120km/h.

The brakes are borrowed from the Turbo but felt wooden and lacked bite initially. Not for long; they either needed a bit of heat in them or hadn't bedded in properly because after a workout they were about as good as I've ever experienced in a full-sized SUV. A corrupting amount of power in action, wiping off speed effortlessly, these



Porsche Cayenne GTS

Price \$187,700 (as tested \$200,220)

0-100 km/h 4.91s (5.1 claim)

80-120 km/h 3.18s (89.5m)

100-0 km/h 32.86m

Speedo error 95 at an indicated 100km/h

Claimed fuel use 10.0L/100km

CO2 output 234g/km

Ambient cabin noise 72.6dB@100km/h

Engine capacity 3604cc

Engine format V6/DI/TT/longitudinal

Max power 324kW@6000rpm

Max torque 600Nm@1600-5000rpm

Specific output 89.9kW/L

Weight-to-power 7.09kg/kW

Bore x stroke 96mm x 83mm

Compression ratio 10.5:1

Cylinder head dohc/24v/vvt

Gearbox 8-speed auto

Drivetrain all-wheel drive

Front suspension double wishbone/

air springs/adaptive damping

Rear suspension multilink/

air springs/adaptive damping

Turning circle 11.4m (2.5 turns)

Front brakes ventilated discs (390mm)

Rear brakes ventilated discs (358mm)

Stability systems ABS/EBD/BA/TC/ESP

Tyre size 295/35R21

Tyres Michelin Latitude Sport 3

L/W/H/W-B 4855/1954/1688/2895mm

Track 1660/1678mm

Drag coefficient 0.36

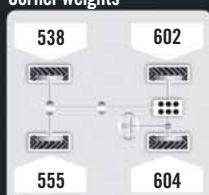
Fuel capacity 85L

Luggage capacity (litres) 670-1780L

Weight (full tank) 2298kg

Weight distribution 52.5/47.5% (front/rear)

Corner weights



Verdict GTS broadens Cayenne range, with extra performance, stronger brakes, sports interior and the luxury of air suspension. The biturbo V6 goes hard, with vibrant midrange for quick overtaking. You'd not credit it weighs in at 2.3 tonnes.

Rating ★★★★★★★★



New Zealand Autocar road tests are powered by ZX Premium fuel with the X factor.



ABOVE - Chronograph is part of the Sport Chrono package. Not many trucks get lap timers!



THE SHIFT FROM FIRST TO SECOND IS **LIGHTNING FAST, FORCING YOUR HEAD INTO THE SEAT BACK**

offer the reassurance you'd want of a performance SUV capable of 263km/h.

Underpinning the GTS is adjustable air suspension, the ride 20mm lower than normal, with three quite distinct damper settings; comfort for town and motorway work, sport for out of town driving and sport plus for attack mode. Even on the latter it's evident there's some body lean, but it never feels quite as dramatic when you're at the wheel. Back off a bit and this carves up the back roads unexpectedly well. For a great mix of cornering and comfort, the air suspension is well sorted, understeer only emerging when entering tight corners carrying excess speed. Otherwise you can balance it nicely through sweepers. Independent

wheel braking and a torque shuffling centre diff help keep the big dog at heel. Air suspension ensures the ride on the 21-inch optional wheels with low profile rubber remains cushy in the comfort and sport settings.

Priced at \$187,700 standard items include a tilt-slide sunroof, metallic paint and heated seats, but we were surprised that active cruise adds extra. Some items are no cost options, like the style of 20-inch rim you choose, but there are three pages of bits, some of which aren't exactly selling for chump change. Our vehicle had seven boxes ticked, tipping

it over the \$200k mark. Consider the 18-way adaptive seats (\$3500), if you're a hard charger. Other SUVs worth pondering for similar money are BMW's incoming X5 M and the Range Rover Sport. **EC**

ABOVE - Fancy 21-inch alloys look great, but they're not much fun to clean. Employ the kids for this job. **OPP PAGE** - Yes, there's some roll with the standard air suspension but only when going for gold. The rest of the time it's sumptuous and brilliant

What a Croc!



ACTUALLY, A
CAYMAN IS AN
ALLIGATOR, BUT
YOU GET THE
DRIFT. AS REGULAR
READERS KNOW,
CAYMAN IS A SERIAL

Here's a poser then: can you not award the Cayman GTS 10 stars when it comes closer than anything else on four wheels to being the ideal sportscar-cum-GT-cum everyday work wheels? For the not inconsiderable cost - \$169,000 - there's really nothing else that can come close to rivalling its astonishing all-round performance, especially

because a car this expensive has no adjustable lumbar support. The fix? Add a lumbar roll.

Of greater concern is the exhaust drone at 100km/h. There's a simple solution to this, only it's not legal; don't cruise at 100km/h. You can turn the sports exhaust button to 'off' but it still drones away. Clearly Porsche engineers never dreamt that this car would be driven at such dithery rates. Still, in Sport mode the 'box drops down a gear at 100km/h,

**10-STAR CAR. DOES
THE ADDITION OF
A MEANER GTS
MODEL MEAN
WE NEED A NEW
SCORING SYSTEM?**

its dynamics. It may sell for M4 money, but one must expect to pay for motoring magnificence.

Given, by the intro, it is another Porsche meriting a perfect 10, does anything detract from the top possible score? Like, for instance, the way the Porsche dongle attached to the key fob knocks against your right knee? We fixed that by removing it from the keyring, a 10-sec no-cost remedy. Should we subtract a half mark

and the engine is spinning at sufficient revs that the annoyance is eliminated. Sport is the mode you'll be using the most anyway. Comfort works well round town, but out on the roads this was designed to decimate, sport works swell. It's nothing like as helter-skelter as Sport Plus which holds gears to the 7800rpm redline and is meant for track applications. Sport is ideal for keen Sunday



CAYMAN

GTS

THE CAYMAN DOESN'T START TO SHOW PROPER INTEREST UNTIL ROUGHLY 3500RPM, BUT CHARGES HARD FROM 4500 TO ITS 7800RPM REDLINE



Porsche Cayman GTS

Price \$169,000 (\$180,690 as tested)

0-100 km/h 4.32s (4.60 claim)

80-120 km/h 2.73s (76.7m)

100-0 km/h 30.84m

Speedo error 97.5 at an indicated 100km/h

Claimed fuel use 8.2L/100km

CO2 output 190g/km

Ambient cabin noise 80.3dB@100km/h

Engine capacity 3436cc

Engine format Flat 6/DI/longitudinal

Max power 250kW@7400rpm

Max torque 380Nm@4750-5800rpm

Specific output 72.8kW/L

Weight-to-power 5.7kg/kW

Bore x stroke 97mm x 77.5mm

Compression ratio 12.5:1

Cylinder head dohc/24v/vvt

Gearbox 7-speed twin-clutch

Drivetrain rear-wheel drive

Front suspension Mac strut/
two-way active damping

Rear suspension Modified Mac strut/
sway bar/two-way active damping

Turning circle 11.0m (2.6 turns)

Front brakes ventilated discs (330mm)

Rear brakes ventilated discs (299mm)

Stability systems ABS/EBD/BA/TC/ESP

Tyre size f-235/35ZR20, r-265/35ZR20

Tyres Pirelli PZero

Wheelbase 2475mm

L/W/H 4404/1801/1284mm

Track 1526/1540mm

Drag coefficient 0.31

Fuel capacity 64L

Luggage capacity f-150L, r-184L

Weight (full tank) 1418kg

Weight distribution 44/56% (front/rear)

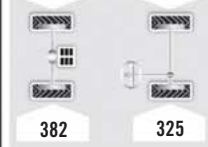
Corner weights

412

299

382

325



Verdict Remains a benchmark, if grip, midcorner speed, steering neutrality and brake and gearbox performance matter to you. Expensive, sure, but good luck finding something better for the money.

Rating ★★★★★★★★



driving. On a light throttle it upshifts around 3000rpm, while on a firmer footing it upshifts when you want it to. Or you can paddle it.

What else is problematic? Well, the dog would be a bit pissy having to ride in the passenger footwell, a place he believes is reserved for cats and other inanimate objects. Fact is, he'd freak out riding in either luggage compartment where it's dark. This is a wholly impractical two-seater, unless the dog is handbag-sized.

However, it is also amongst the most satisfying of driver's cars, regardless of price. Always has been. The only thing that makes the 911 a better car is the fact that it gets more torque (primarily) and extra power, and so is slightly quicker, at a cost. And in reality the Cayman GTS is little slower than a Carrera S. That races to 100 in 4.1sec and while the Cayman GTS is rated at 4.6sec using launch control, ours did 4.32sec on the very first run.

While that's pretty impressive, competitors use turbo-enhanced torque and a more muscular, effortless flow of twist from lower revs. The Cayman doesn't start to show proper interest until roughly 3500rpm, but charges hard from 4500 to its 7800rpm redline. The shifts in the latest iteration of the PDK gearbox redefine slick. There's no power interruption;

it's still the best twin-clutch I've tried. This is how Porsche and others are getting ever quicker acceleration times. Sure, the GTS adds 15kW and 20Nm (235kW and 380Nm is near to Carrera level) but it's the gearbox haste that subtracts tenths. The GTS is fast enough to scare the living daylight out of you occasionally, but not so fast you can't hook into it most of the rest of the time.

That's mainly because of how it drives. The Cayman is not only light but the weight's apportioned well. There's liberal use of aluminium – all the bits that swing open – and despite comprehensive spec (not extending to a rear view camera, however) it scales up at 1418kg wet. An M4 is over 200kg heavier.

What exactly makes the Cayman a 10-star drive? Unlike front-engine, rear-drive cars with a weight split approaching 50/50, the Cayman GTS is a mid-engined design which imparts it with sylph-like grace. This mimics a typical supercar set-up in that its engine sits behind the driver, and in front of the rear axle. That set-up isn't used accidentally. It's another reason the Cayman is so fast out of the





starting blocks, launching at around 6500rpm with no wheelspin whatsoever. The weight of the engine over the rear axle prevents the wheels from spinning up. It also helps make it stick. Powerful turbo-fed rear-drive cars can spin up out of corners, the rear taking on a life of its own. But due to a combination of a 44/56 weight balance and big sticky Pirelli 295s at the rear, drift action is much harder to induce in the Cayman. That may be a boon to some, not for others.

In Cayman you notice a couple of things that are seldom apparent in conventional sports cars. The first is the car's steering neutrality. Since moving to electric assistance there's not quite the involvement of old but it feels less

artificial than most, and the basic characteristics are unchanged. You steer it; it goes there, and there's very little wheel movement required for direction changes. Moreover, the Cayman does this almost instinctively. In a particular set of tight and demanding alternating left/right corners we regularly drive, the Cayman laid waste to them while carrying around 30km/h more than the norm. If you're feeling particularly brave the chassis eventually gives in to push at the front, and at that point you'll see, if you're vigilant, the ESP light flicker. Some might never see it light up. The GTS features active damping as standard, with two settings, Normal (comfort) for town and Sport for locked down body control. Moreover, this special Cayman rides 10mm lower than normal, on bigger, wider 20-inch rims and features dynamic engine mounts (which firm up in corners). All contribute to dynamic genius.

Porsches are also renowned for their brakes. Oddly, because of its enormous alloys, the discs look almost wimpy. However, they're anything but in action. Again, the rearward weight bias helps get the most out of four-piston pots and vented and drilled discs. Front-drive cars carry most of their weight over the front axle, so in hard braking there's little contribution from the rear tyres. Not the Cayman, which under moderate braking probably has the rears contributing about 35-40 per cent of stopping power. They're as inspirational as the handling, and while a 30m stop from 100 sets no new records, rest assured the GTS brakes function in supreme style.

The GTS is subtly different from the S, with bigger air vents up front, a black badge and diffuser at the rear. It's quite something, a supercar junior to behold. The interior is sporty, with lots of aluminium and Alcantara, but is also designed for ease of use, ultimate functionality. No heads up, but it isn't needed as revs, speed and gear are all together, directly ahead. Seats too support just so, especially in a lateral direction. That's important in any vehicle fitted with a G force meter.

So does it genuinely rate a perfect 10? Unquestioningly. If you can't run to a new one, consider a used Cayman S. They're engineered to take a track hammering so should last the distance. And remember, we've only ever awarded them 10 stars, so even the old model will be a revelation to newcomers. **EC**

CAYMAN GTS



ABOVE - Even giving it a hard time the Cayman stays nicely balanced in tight corners. Visual differences from Cayman S are subtle, unless you know what to look for.
LEFT - MS gate is functionally back to front in our view, but paddles suffice.
BELOW - The air inlets on the flanks are a telltale sign of its midengined status



the master **blaster**



LEAVING THE BEST UNTIL LAST? CERTAINLY THE CARRERA VERSION IS THE DEAREST AND QUICKEST OF THE GTS VARIANTS, AND THE MOST DESIRABLE. BUT IS IT DYNAMICALLY SUPERIOR TO THE CAYMAN GTS?

There's a certain sense of déjà vu regarding the top-shelf GTS, the Carrera version, for we sampled the previous 997 Carrera GTS four years ago, when it untangled the Gentle Annie road. At that time, it was a last hurrah model. Nowadays, the second-gen Carrera GTS plays a more significant role, slotting in above the S variant but below the GT3 and the Turbo.

Adding to model confusion, there's not one Carrera GTS but four. Two are rear-drive (Coupe and Cabriolet) and the other pair are Carrera 4s in the same respective body styles. That brings the total Carrera line-up to 19, apparently. Buyers of rear-engined sports cars are spoilt for choice.

The 911 Carrera GTS coupe is essentially a Carrera S with all the tantalising sports options fitted. Naturally it costs more than a Carrera S,

by \$14,300, but if you optioned one up to GTS standards, it would cost more than the \$248,800 GTS list price. Features of the GTS include more aggressive body styling with blackened highlights, black alloys, and a racy interior, resplendent in alcantara primarily (roof, steering wheel, A pillars, door trims, sports seat inserts), plus a host of GTS badges/logos, one at the rear, a pair on the kick sills and more elsewhere inside and out.

But it's the enhanced foundation that's of greater relevance from a driving and dynamic perspective. The GTS employs the wider body of the Carrera 4, and also the stretched tracks, along with 305/30ZR20 Pirelli PZeros at the rear. The suspension is hunkered down by 10mm compared with a base Carrera, so the look of the car is more GT3 than ever, smoked headlights adding further menace.

The GTS gets the Carrera S's active damping system (PASM) and Porsche Torque Vectoring Plus, braking the inside rear wheel when appropriate in corners, helping to dial out the last vestige of (hard to uncover) understeer. The system works in conjunction with a locking rear diff. It adds 20-inch lightweight forged alloys with a centrelock mechanism, and Dynamic Engine Mounts, as part of the standard Sports Chrono package (includes chronograph stopwatch, Sports+ button, launch control and upgraded displays).

If you really want to go ape crazy, there's optional active roll compensation (Porsche Dynamic Chassis Control) for even greater agility and steering fidelity. Another option is suspension lowered by 20mm instead of 10mm. Choosing that might depend on the condition of your local roads.





DESPITE BEING GREEN IT TICKED
OFF A 4.15SEC 0-100 PASS. IT'S A JET,
RATHER LIKE ITS NUMBER PLATE SUGGESTS

Naturally, there's more boogie on offer with the GTS. This is also where the Carrera justifies its \$80k higher price point than the Cayman, though the former weighs 100kg more. Both get two "boots" of sorts, but the Carrera's rear unit behind the back seat is harder to access. And loaded up you also lose visibility, which is not great anyway; pulling a three-point turn can be hazardous because it's hard to see what's coming from the left rear direction.

Being slightly bigger the Carrera packs in two extra seats, both of which have ISOFIX attachments for the kids. If they ride around in a Carrera GTS, they will grow up race fanatics. Good luck

installing them though; it seems like a recipe for lumbago to us. Those +2 seats won't be used by many, so you can either fold the seatbacks over to horizontal for extra storage space, or delete them as a no-cost option. Essentially, both of these are two seaters; there's just a bit more breathing space in the Carrera.

Both are so grounded that you need to be of sound body simply to settle yourself into the front seats. They each have generous squab bolsters that have to be negotiated as well. Access is not a high point on either GTS, but they're low for good reason.

The extra performance of the Carrera is appreciable. Its engine may only be

400cc bigger but the new variable intake tract and smoother ports, along with a standard dual-mode sports exhaust system, add 21kW compared with the Carrera S (and +66kW over Cayman GTS) make it a stronger power unit, especially down low. The GTS happily slopes round town in fifth gear just above idle. In Sport mode it feels alive from about 3000rpm, making it less demanding to drive at a clip. Peak power rises to 315kW, though torque of 440Nm at 5750rpm is unchanged compared with Carrera S. Gearing is a touch higher than Cayman's, with 2000rpm equating to 120km/h.

Fuel use is impressive. Despite being fresh out of the box we saw





ABOVE LEFT - GTS one of the last naturally aspirated 911s. Turbos are coming for the new range later in the year. ABOVE RIGHT - GTS interior treated to liberal lashings of Alcantara trim. No multi-function steering wheels here, it's all business at the helm



sub-5.0L/100km instant fuel use on level hotmix. Later in the day, as the kilometre count neared 500, the Carrera was sucking back the 95 at a rate of 13-15L/100km, similar to what the well oiled Cayman was imbibing. Not bad, compared with the predominantly turbo opposition.

So how hard does the GTS go? Difficult to know exactly, given the odo initially showed only two digits. Porsche claims a 0-100 time of 4.0sec even for the GTS using launch control. Given its low km count, we tried just one run in the GTS, resulting in a 4.15sec pass. It's a jet, just like its number plate. Run

in, we imagine times in the high 3s wouldn't be out of the question. Its 80-120 TED time was the same as for the Carrera S at 2.5sec.

On our big day out in the Carrera GTS we took much the same flight path as we had a few days earlier in the Cayman, just to get a bit of a feel as to how one compared with the other. The bigger GTS has a slightly different weight balance from the smaller car, its rear engine making the weight differential over the trailing axle even greater at 38/62. But you know what? They essentially display very similar characteristics; both are poised, stay locked to a line, and are almost unstickable.

They're not entirely comparable as the Carrera GTS alone gets torque vectoring (independently brakes an inside rear wheel). Yet the lighter mid-engined car is just as quick through more technical bits of road. If anything, it feels a touch more nimble than the Carrera GTS, though both are supremely athletic. Direction changes and steering responsiveness are superb. You can apply more in the way of cornering forces and lateral Gs than you can in a vehicle with "ideal" 50/50 weight distribution. Because of the relative lack of frontal weight, you can brake late and hard, and even with



Porsche 911 Carrera GTS Coupe

Price \$248,800

0-100 km/h 4.15s (claim 4.0)

80-120 km/h 2.49s (68.4m)

100-0 km/h 31.51m

Speedo error 98 at an indicated 100km/h

Claimed fuel use 8.7L/100km

CO2 output 202g/km

Ambient cabin noise 80.9dB@100km/h

Engine capacity 3800cc

Engine format Flat six/DI/longitudinal

Max power 316kW@7500rpm

Max torque 440Nm@5750rpm

Specific output 83.2kW/L

Weight-to-power 4.79kg/kW

Bore x stroke 102mm x 77.5mm

Compression ratio 12.5:1

Cylinder head dohc/24v/vvt

Gearbox 7-speed twin-clutch

Drivetrain rear-wheel drive

Front suspension Mac strut/

sway bar/active damping

Rear suspension Multilink/

sway bar/active damping

Turning circle 11.09m (2.6 turns)

Front brakes ventilated discs (340mm)

Rear brakes ventilated disc (330mm)

Stability systems ABS/EBD/BA/TC/ESP

Tyre size f-245/35ZR20, r-305/30ZR20

Tyres Pirelli PZero

Wheelbase 2450mm

L/W/H 4509/1852/1295mm

Track 1538/1560mm

Drag coefficient 0.30

Fuel capacity 64L

Luggage capacity f-125L, r-260L

Weight (full tank) 1513kg

Weight distribution 38.1/61.9% (front/rear)

Corner weights



Verdict For the price, the GTS gets more than the sum of its cost options parts over Carrera S. Plus there's more power and noise, and a sexier look, both sides of the glasshouse. Whether the big cost difference over sweet Cayman GTS is justified is another question.

Rating ★★★★★★★★



the outside front wheel loaded up, there's still roughly similar weight and forces through the front and rear outside wheels. Translation: the steering wheels aren't easily overtaxed. Bends that it's suggested you take at 35km/h can be negotiated at 90km/h or so in this pair.

Because there's extra weight carried over the rear wheels there's also extra grip. You can get back on the gas earlier and be confident that the rear will stay stuck and not go off on some lurid tangent as with powerful front engine, rear drive cars. Because you never really have to work the engine that hard, this makes the Carrera GTS astoundingly quick point to point. Having brakes even more potent than the Cayman's (Carrera has six-piston monoblocs up front) gives it a further advantage.

There's one other quite marked difference between the Cayman and Carrera GTS models and surprisingly that's engine noise. Possibly

because of its shorter exhaust system, the Carrera on song is louder, deeper and more resonant. Moreover, there's not a hint of the droning we noticed in the Cayman at 100. The original Carrera GTS was almost unbearably loud at times on chip seal. While the new version was slightly louder than the Cayman, with its bigger foot print, an average dB reading of 80.9 was a vast improvement on the original GTS (85dB).

Three Porsche GTS models in one week makes this seven days to remember. While most would sensibly opt for the practical choice, the Cayenne GTS, we imagine sportscar fanatics would have serious difficulty deciding between the Cayman and the Carrera GTS versions. Given the modest performance and dynamic differences, it would be difficult to pass over the charms of the wee croc, but the allure of the evolved 'Neunelfer' is hard to ignore. **EC**



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HIT BULL

LAMBORGHINI AIMS TO PLEASE JUST ABOUT EVERYONE WITH ITS NEW HURACÁN, THE MOST POLISHED AND USEABLE LAMBO TO DATE. BUT HAS IT GONE AND PRODUCED A NEUTERED STEER?

Words **Kyle Cassidy** Photos **Tom Gasnier**



There was a time, long ago, when a firm like Lamborghini could get away with offering cars that looked fast, went hard and sounded sensational and the rest was, well, all “character”. But the Italian has been evolving, becoming ever more civilised since big corporate Audi came along, systematically making each new Bull more liveable while still maintaining that Lamborghini desirability. Every model since the final Diablo VT has become a tad more civilised, but still outrageous in terms of looks, power and performance. The Gallardo, a more useable and affordable machine than the likes of the Murcielago and Aventador, went on to sell some 14,000 units over its lifespan, and now its replacement is here. The Huracan builds on that Gallardo template by being even more user friendly and yet still ultimately desirable, as we discovered.

First impressions count when buying a car like this and there's little wrong with how the Huracan looks. It's low with an aggressive front end and a menacing LED signature in the headlights. The big alloys fill the arches and the design gives a good view of the huge carbon ceramic brake package. Its rear end is also powerful but overall the Huracan is not as big as you might think. It doesn't have the same intimidating presence as the Aventador but it looks right, just how the great, great, great grandchild of the Countach LP 400 should.

Unlike the Raging Bull Aventador which is likely to form part of a seriously wealthy enthusiast's extensive collection, the Huracan is more likely to be a third car in a smaller but still expensive family fleet. So Huracan will get more use, and therefore must be easier to live with. And it is, even more so than the Gallardo. A progressive leap is the move, finally, to a twin-clutch auto. The take-up of the

HURACÁN



IT'S STILL AN ENLIVENING DRIVE, BUT **WITH THE ADDITION OF SOME NEW SYSTEMS, THE HURACÁN IS A LESS UNRULY BUT STILL RAMPANT BULL**



TOP - You don't really need to lift the safety flap in order to fire the Huracán into action, but it all adds to the drama.
ABOVE - Gearshift paddles are huge and a tactile delight

seven-speed dual-clutch transmission (dubbed Lamborghini Doppia Frizione) is smooth enough, and there are no jerking automated shifts. Even hill starts are no sweat while a decent auto-creep makes parking easy enough too. With a reversing camera and big side mirrors it's easy to back, even if you can't see much via the rear view mirror. It's even relatively easy to get in and out of without a large sill to clamber over or an intrusive roofline to duck under.

Once on board, the driving position is sound, the seat's firm but supportive and it even comes with electric adjustment and lumbar support. It's not a car for basketballers, however. Those anything over my 183cm (six feet) will run into headroom issues as we were looking out through the very top of the screen. Perhaps that's why there is no head-up display. The Huracán's LCD instrument binnacle is pretty cool though, with its changeable views.

There are some Audi switches about the cockpit but for the most it looks like a Lamborghini interior should with its OTT

start button, complete with faux safety flap, the gear selector contraption, and the bank of switches on top of the console. But the window lifts seem to be wired the wrong way round as pushing the switch up lowers the window. The shift paddles are nice - huge, can't miss those - and the new indicator switch on the steering wheel works well, expect when negotiating roundabouts as it's hard to indicate with the wheel turned; get it done early. There's not much in the way of practical storage, the boot up front is small, even for a car like this, and there's not much more in the cabin with the usual tiny door pockets and glovebox. Best to travel light then.

Even so, it passes the practicality test for a mid-engined sports car, but does it mean Lamborghini has engineered the rage out of this bull and turned out a docile steer? Not at all. It's still an enlivening drive, but with the addition of some new systems, the Huracán is a less unruly but still rampant bull.

New is an alloy/carbon hybrid chassis that is 50 per cent stiffer. While most if it is made of aluminium, the transmission

tunnel and rear of the passenger cell is made of carbon fiber reinforced polymer, joined by special stainless steel fasteners. Stiff bodies are good for both ride quality and dynamics, and with the fitment of optional Magnetic Ride dampers, the Huracan delivers some genuine ride comfort. OK, it's not a luxo SUV but neither is it the skateboard the original Gallardo was either. When you activate the Anima (Italian for Soul) button on the wheel, you can progress to Sport mode, firming the suspension, altering the exhaust note, and setting the driveline for serious action. New too is the all-wheel drive system with an electrohydraulic multiplate clutch on the front axle now responsible for varying the torque split. This replaces the old mechanical viscous coupling and it makes for a faster re-deployment of torque, and the ability to send to up to 50 per cent to the front or the full 560Nm to the rear (normal split is 30/70). In bends, the magneto-rheological damper control system can alter the damping forces at each corner in order to reduce roll further. The quick acting nature of these systems is made possible by the new Lamborghini Piattaforma Inerziale controller, which uses a number of accelerometers and gyroscopes to measure roll, pitch, acceleration and yaw, all by way of the fast acting FlexRay CAN-bus networking system. It ensures all the systems deliver as intended, and translates to a fast, exhilarating yet controlled on-road experience.

Mid-engined cars are peerless when it comes to dynamics and the Huracan adds the security of all-wheel traction. The body movements are locked down and yet it manages to ride mid-corner bumps fairly well, at least in Sport mode. The Corsa setting delivers the sort of bone jarring stiffness that is best reserved for the track. It rides low, so ground clearance can be an issue when big bumps and depressions are present, but when the road surfaces are smoother it really cranks into its work. The turn-in is super quick with a new variable ratio rack, the steering is well weighted at speed, loading up nicely in demanding bends.

The locked down stability is a Huracan strong point, as is its power-on traction. It doesn't feel as if it will bite you when pressing the issue, unless you really provoke it. Occasionally the front tyres will start to scrub, but it's all well communicated. Only when pushing through a tight corner for the photography did we experience the actual onset of any understeer. Apparently the optional P Zero Corsa rubber is the cure. Probably worth it for track days, we'd imagine.

The Huracan is said to weigh 1422kg dry, though our scales said 1636kg wet. Presumably extras like the front lift kit (which raises the nose



TOP - Hugging the inside of another tight bend. Body steadfastly flat. ABOVE - Anima button alters the Huracan's 'soul'. RIGHT - Bank of switches look better than the Audi sourced buttons below them





LEFT - Configurable screen relays all the need-to-know info. Engine sounds amazing when tachometer is heading past 9000rpm. RIGHT - Big brake package up to the task of stopping 449kW of raging bull



CLOCKING A NEW
(FOUR-WHEEL)
BENCHMARK
80-120KM/H
TIME OF 1.6SEC.
IT'S CLAIMED TO
HIT 100 IN 3.2SEC

pneumatically to negotiate driveways) adds kilos, but the Huracan never feels portly. The mass is all down low, and centralised so the extras are negligible.

Huracan has traction to burn. Even on a wet road, it managed to deploy the full team of Italian stallions, stopping the VBOX clock at 3.4sec on its way to 100km/h and clocking a new (four-wheel) benchmark 80-120km/h time of 1.6sec. It's claimed to hit 100 in 3.2sec but, as we said, it was

damp underfoot. What's more impressive is that the 80-120 time is quicker than what the Aventador managed. Thank the shortish gearing, and the way the gearbox races through the changes (imagine diff banging, neck snapping type shifts) in the all or nothing Corsa launch mode.

But of all the fancy new hardware, it's still the engine that is the star. The redeveloped V10 gets more power and torque, now out to 449kW (602bhp), and with both port and

direct injection, it's cleaner burning too, rated at EU6, with consumption claimed to average 12.5L/100km. At idle, it's hard to tell you have just ignited a big V10 into action, at least from the cabin, but as it passes the 3000rpm mark it starts roaring. When it hits 6000rpm, its sheer aural awesomeness grows exponentially to a symphonic crescendo as it hits a heady 8500rpm. But yet it's hard to decide whether it sounds better while it's on the rampage up towards the redline or when



HURACÁN

rasping on the overrun, with accompanying crackles and snarls when you quickly close the throttle. Speaking of which, the throttle response is instantaneous. Above 4000rpm, each prod of the pedal invokes a jolt of your head as the torque surges you onwards. The gearing is reasonably low, with 100km/h in top registering 2500rpm, giving you the chance to wind it out in second and third, occasionally fourth. Let off the leash like this, it really piles on the pace.

Reigning it all back is a top-rate brake package. From the pedal feel to the all-out arresting power, the big carbon ceramic discs never seem to tire while the car remains stable even when leaning on them heavily. The one VW/Audi aspect that annoys is that the ESP doesn't tolerate brake and throttle pedal overlap. If you use your left foot on the brake, it needs to be completely off the stoppers before you get back on the throttle otherwise the ESP will cut power, at least in

Sport mode. And while we're at it, there is plenty of rubber on the road and like all low-to-the-road racers, it's loud when cruising on coarse chip highways. Using more throttle helps alleviate the problem, the wondrous V10 symphony silencing the roar.

So Lamborghini has succeeded in making a useable 'third car'. The Huracán is something you can use more than just occasionally, and yet it's still an exciting proposition to drive. **EC**



Lamborghini Huracán LP 610-4

Price \$418,000 (base price)

0-100 km/h 3.37s

80-120 km/h 1.61s (42m)

100-0 km/h Wet – not tested

Speedo error 98 at an indicated 100km/h

Claimed fuel use 12.5L/100km

CO2 output 290g/km

Ambient cabin noise 79.6dB@100km/h

Engine capacity 5204cc

Engine format V10/DI/longitudinal

Max power 449kW@8250rpm

Max torque 560Nm@6500rpm

Specific output 86.3kW/L

Weight-to-power 3.64kg/kW

Bore x stroke 84.5mm x 92.8mm

Compression ratio 12.7:1

Cylinder head dohc/40v/vvt

Gearbox 7-speed twin-clutch

Drivetrain all-wheel drive

Front suspension double wishbone/sway bar

Rear suspension double wishbone/sway bar

Turning circle 11.5m (2.1 turns)

Front brakes carbon-ceramic discs (380mm)

Rear brakes carbon-ceramic discs (356mm)

Stability systems ABS/EBD/BA/TC/ESP

Tyre size f-245/30ZR20, r-305/30ZR20

Tyres Pirelli P Zero

Wheelbase 2620mm

L/W/H 4459/1924/1165mm

Track 1668/1620mm

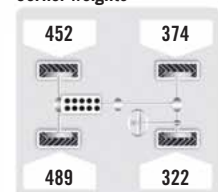
Fuel capacity 80L

Luggage capacity Not much

Weight (full tank) 1636kg

Weight distribution 42.5/57.5% (front/rear)

Corner weights



Verdict A genuinely useable 'everyday' supersport car. Refinements bring new levels of usability, yet it's still a raging bull when you wave a red rag in front of it. Sorry about all the clichés

Rating ★★★★★★★★





THINKING PEOPLE'S SUV

Photos Volvo





REPLACING A BEST-IN-CLASS CAR IS ALWAYS
AN INTENSE PROCEDURE, WHILE ASKING
IT TO ALSO REPRESENT THE FUTURE OF
YOUR BRAND SHOWS HOW IMPORTANT
THE XC90 IS TO VOLVO, WRITES DAVE MOORE

From some angles, the new Volvo XC90 is entirely familiar, while from others it's quite dissimilar to its predecessor. The rear inverted comma light clusters and pronounced 'shoulders' follow Volvo's design detailing of the past 15 or so years, but cast your eyes forward over the lines of the new XC90 and it's a much more cohesive look than the old model. The array of body lines pulls the design tightly together and XC90 version II looks more like a tall, classy station wagon than the obvious SUV that the version I was.

A lot of the first model's success was due to the influence of what they call 'soccer moms' in the US on its design team. They're the real users of such cars in North America, and it was thought - correctly - that they had more idea about packaging requirements and cabin treatment than traditional advisers on such things, usually males.

Its basic design wasn't changed in 13 years, inside or out, and with the best seats in the business - in all seven of its perches - as well as a disarmingly easy folding system for the back two rows, there really was no need to change for all that time.

There is now. Other makers are catching up. So here it is, probably the Volvo model with most expectation hanging over it since

the brand went front-wheel-drive. Moreover, it's the first car to be planned, engineered, developed and revealed since the Swedish marque's acquisition by Geely of China.

Which is where the XC90's responsibilities for the future lie; it must pave the way for the look of future models and provide a basic platform for many of them, while carrying on the commendable work its predecessor has done since it was launched. Which is quite a bit; we can think of few if any cars that have lived as long without discernible change.

Volvo's biggest claim for the new XC90 is that it is one of the safest cars in the world and it forms the base of the company's plan to eliminate fatalities and serious injuries from those driving its products in Sweden by 2020. With every model offering radar cruise, cameras that can literally pick out humans from cars in traffic, lane keep assist with active steering assistance and the ability to read signs, and generally act like an omniscient chauffeur, you'd have to be a right eejit to get into trouble with this car.

Which is not slow, offering a 2.0-litre four-cylinder turbodiesel (D5), as well as a 2.0-litre turbo/supercharged petrol (T6), and a 2.0-litre turbo/supercharged petrol hybrid (T8). The latter hits 100km/h in 5.9sec, with the T6 and D5 cars just behind, taking 6.5 and 7.8sec.





Volvo XC90 T6

Price \$110,900

0-100 km/h 6.5s (Claimed)

Claimed fuel use 7.7L/100km

CO2 output 179g/km

Engine Capacity 1969cc

Engine Format I4/T/SC/DI/transverse

Max power 236kW@5700rpm

Max torque 400Nm@2200-5400rpm

Specific output 119.8kW/L

Weight-to-power 8.8kg/kW

Bore x stroke (mm) 82mm x 93.2mm

Compression ratio 10.3:1

Cylinder head dohc/16v/vvt

Gearbox 8-speed auto

Drivetrain all-wheel drive

Front suspension

double wishbone/sway bar

Rear suspension

integral axle/transverse leaf spring

Turning circle 10.9m (3.00 turns)

Front brakes ventilated discs

Rear brakes ventilated discs

Stability systems ESP/TC/ABS/EBD/EBA

Wheelbase 2984mm

L/W/H 4950/2140/1776mm

Track 1665/1677mm

Drag coefficient (Cd) 0.33

Fuel capacity 71L

Luggage capacity 400/1000/1900L

Weight (claimed) 2076kg

An interesting factor with the T8 plug-in hybrid is that as well as being able to work down to as little as 2.5L/100km and 59g/km, its drive system and rear suspension set-up are sufficiently compact that it's the only hybrid SUV on the market that doesn't lose its third row of seating in the name of technology.

The XC90 is the first user of Volvo's new underpinnings, a flexible platform which will be adjusted in terms of wheelbase and track width to accommodate the upcoming new S and V 90 sedan and station wagon, as well as smaller Volvos like the 40, 50 and 60 series. Inevitable questions about a future 70 series remain unanswered.

The new XC90 is 150mm longer than before while its width, at 2140mm is up by 200mm. Although the fresh wagon-like styling belies it, the new XC90 is also 33mm taller, at 1776mm. The key to the huge, airy accommodation is that the wheelbase is now 2984mm, up by a useful 127mm. When equipped with the lighter choice of hide and paler timber garnishes, the interior really looks as massive as it is.

The chassis consists of double wishbones at the front and an integral link rear with a transverse composite leaf spring whose compact design helps the hybrid keep its sixth and seventh seats. All models can have air suspension as an extra cost option.

The cars I drove last month at the XC90's launch were all pre-production models with some electronic protocols yet to be signed-off and various noise vibration and harshness issues to be ironed out. It's not that the cars were noisy in any way, just that the quality of the sound was due for further tuning.

The T8's petrol motor was obviously a four when pressed hard and with the non-hybrid T6's own four sounding much less coarse, it's obvious the solution is there to be used. The diesel D5 seemed already well set sound-wise

too, and each power unit worked seamlessly through its eight automatic ratios for most of the time, though some thumping through the drivetrain could be detected when driving hard through the shifts - again Volvo says this will be eliminated when the cars are ready for market.

The T8 feels every bit as quick as its figures suggest, but even the slowest XC90, the D5, feels pleasingly brisk and unfussed, cruising at 130km/h on Spanish motorways with consummate ease and having sufficient in reserve to be a very pleasant and capable day-to-day drive.

The XC90 range in New Zealand will be starting with the entry-level D5 'Momentum' at \$97,900, with the 'Inscription' and 'R-design' models asking another \$7000 and \$9000, respectively. The T6 and T8 will start in Inscription form at \$110,900 and \$134,900, with R-design costing another \$2000.

Every XC90 gets leather, 19-inch alloy rims, an iPad-like screen, sat-nav, extensive customisable communication systems, four-zone climate control, keyless start, a powered 'kick-open' tailgate and all that safety gear. Inscription models go even bigger with the fit-out.

All XC90s for our market will be seven-seaters and even with all seven in use, the big Swede manages to offer almost 400 litres of boot space, which expands to more than 1000L with the third-row folded away and reaches 1900L when the same is done to the middle row. That also splits 40:20:40 and can be made to move back and forth by up to 120mm for additional leg or load room. The rearmost row is designed for up to 175cm tall adults, but I managed at 188cm without any bother and would travel there if I had to.

I'd prefer to be behind the wheel however, sitting in the supremely comfortable (it wouldn't be a Volvo otherwise) driver's chair





XC90 has some exquisite detailing. Interior design and finishing sure to ruffle the feathers of those Germanic brands



because the chassis is a delight. For a vehicle of the XC90's height and weight (125kg less than the old model, but still more than two tonnes) the big Swede is delightfully nimble which is just as well for Spain, like the rest of Europe, has roads much narrower than ours when you leave the motorways, and far less run-off.

So the Volvo has the ability to go where it's told and with its clever electronics interfering as little as possible that makes the car a fun vehicle to drive. Well calibrated suspension gives the XC90 an exceptionally good ride unaffected by the few potholes we found and travelling on the always well-surfaced motorways, cliches like 'magic carpet' spring quickly to mind and road noise is but a distant sigh.

While the performance, handling and new styling are easy elements to enjoy, by far the most impressive part of the new Volvo's

automotive persona is its cabin. It charms in the way it feels, works with its occupants and the way it looks. It even smells right.

For all that, potential owners will have a problem when it comes time to choose the cabin finish, there's so much on offer, though everything seems tasteful. Me, I'd stick with the pale colours, as Volvo says the reason that Swedes use lighter tones is because they miss the sunshine and light during the winter and it brightens their day.

It's all class, the Volvo and that its designers have put so much into the model without making it look like a lumbering behemoth is remarkable. I can't imagine anyone being offended by the car - as they can by some big SUVs.

Far from it, using your Swede could see you in what I'd regard as the definitive thinking person's SUV. **EC**



WAGONS FOR WANDERERS

Words **Kyle Cassidy**
Photos **Tom Gasnier**



THE OUTBACK IS NOW IN ITS FIFTH GENERATION. IT WAS ONE OF THE FIRST JACKED-UP STATION WAGONS AND HERE IT TAKES ON ANOTHER FROM THE GENRE IN THE FORM OF THE SKODA OCTAVIA SCOUT. WHICH IS THE BETTER ALL-ROUNDER?

For those not yet convinced an SUV is really for them but are ready to move on from their old sedan, then perhaps an in-between like one of these off-road wagons might do the trick. Subaru's Outback is one of the pioneers of the sector, a station wagon that can go further, and it's a formula that has been replicated by a few

companies, particularly in the VW Group which has its Audi allroads, VW Alltracks and also the Skoda Scouts. Now in its second generation, Skoda reckons its Octavia Scout has what it takes to conquer Outback types. These two are similar in philosophy and price and here we are looking for the best value wagon for the adventurous family, with enough space, features and ability to do it all. So which one is it?



OUTBACK VS SCOUT

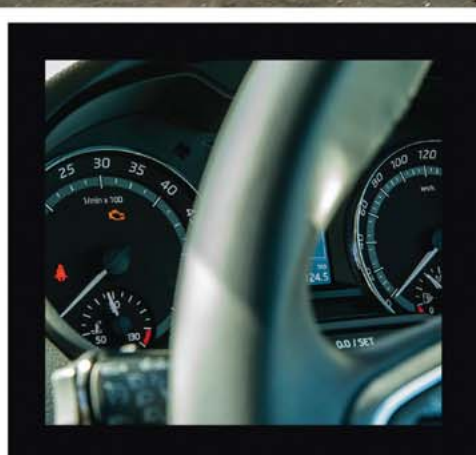
What's on the menu?

Scout comes in one model grade but offers a choice of fuel type. We have the TDI 135kW model featured here for \$49,990. A \$48,200 132kW TSI turbopetrol version becomes available in April. Outback offers three engines; a 2.5-litre four-cylinder petrol and a 2.0-litre turbodiesel available in two

model grades, along with a high-spec six-cylinder petrol at the top of the range. The petrol-powered Outback 2.5i Premium also retails for \$49,990, and it's the one we drive here. A diesel for the price of a petrol will sound pretty good to some, until they compare the spec lists of each car. Outback pricing has been realigned thanks to favourable exchange rates while additional specification

makes it much better value than both the previous Outback and also the Scout. In order to bring the Skoda to a similar level you'd need to spend a further \$10k on options. The Scout has the usual ESP and air bags, but misses out on active safety features while a reversing camera remains optional. Tut tut. It has part leather and Alcantara seating, a self-opening tailgate, multifaceted connectivity, dual zone air,

**BOTH OFFER 4X4
FUNCTIONALITY
WITH A RAISED
RIDE HEIGHT
AND SOME BODY
PROTECTION
FROM THE
WILDS**



and sat nav. It also features front and rear park aids and an alarm, which are missing from the Subaru.

But otherwise the Outback Premium matches the Scout's list and adds, amongst other things, a smart key, the Eyesight system with its active safety features (active cruise, self braking and lane keeping, though not blind spot monitoring), LED headlights, a back-up camera, heated, electrically adjustable leather seats, sun roof, privacy glass, and the list goes on. The Outback has roof rails with integrated cross bars which clip in and out of place rather easily. Most cars come with rails but you have to buy the cross bars separately.

What makes them tick?

Both offer 4x4 functionality with a raised ride height and some body protection from the wilds but the Outback has more clearance, 213mm to the Scout's 171mm, and a better AWD system too. More on this later. The 2.5-litre flat four in Outback is a redesigned engine meeting EU6

emissions levels while also delivering sharper response and a lower torque curve to aid drivability. It works with Subaru's CVT auto, which has also been refined for efficiency (better torque converter lock-up, better oil flow, less friction) and both help lower consumption to a claimed 7.3L/100km on average. Outback runs a full-time AWD system with a usual torque split of 60/40 front to rear. By utilising an electromechanical locking diff, this can vary to better benefit traction as the system sees fit.

The Scout is based on VW's MQB platform with a rather potent 2.0-litre turbodiesel, the same as used by the Octavia RS TDi, and output runs through a six-speed twin-clutch auto. The 4x4 system is a Haldex on-demand set-up. There's an electromechanical clutch pack on the rear axle and when the sensors detect slip up front it drags torque to the rear. In theory it's lighter and saves fuel

but in practice permanent AWD is better. Towing rates favour the diesel, 1800kg braked to 1500kg for the 2.5.

How do they go on-road and off-track?

The Scout performs more like a wagon on road, whereas the Outback has become more of an SUV. Both turn with a keenness that's absent in your usual mass market SUV, but the Scout leans less, the steering is more responsive and its sportier, road-orientated rubber helps it stay on line a little longer when you're spurring things on. The Outback could do with more steering feedback - it's not as good as it used to be in this regard - but when the road tightens, there is still enough chassis finesse and steering response to see you right. Outback still turns well, the brake-activated torque vectoring helping the less grippy Duelers stay on line, and both cars feel planted and reasonably well balanced in the bends. Countering Scout's slight dynamic edge, the Outback



Scout does much better on road than off it, seen here kicking up the sand as it spins its wheels. Subaru cabin (left) sees a big rise in quality and equipment levels too. Outback's roof rack system is an outstanding feature for such a vehicle



OUTBACK VS SCOUT

has a plusher ride, isolating more of the road bumps and it is quieter too.

Against the VBOX timer, the Scout proved right quick, helped by a quasi-launch mode from the twin-clutch gearbox which saw it spring out of the blocks while it's strong midrange has it spending less time on the wrong side of the road when overtaking. The 2.0-litre turbodiesel is well into its work by 2500rpm and the six-speed twin-clutch is adept at keeping it churning away meaningfully between 3000 and 4500rpm. The Outback's 2.5-litre naturally aspirated four needs a little more encouragement. There's not the same midrange here, and so you have to harvest the horsepower higher in the rev range, working it from 3000 to 6000rpm. It's the usual difference between a non-charged petrol and turbo'd diesel.

Town and around, the Scout's diesel doesn't want to know about anything below 1800rpm and at times when you need it there's that wait-for-it-moment before the torque hits. It's noisier too, and the driveline vibrations are highlighted by the idle-stop when it triggers back into action. The Outback's driveline is far smoother, aided





Outback is a big car slash SUV sort of thing now, and that means plenty of interior space. Scout offers generous real estate inside too, but we'd rather travel in the back of the Subaru; it's just comfier



by the slick take up of the CVT which goes without any shiftshock. It also has a superior creep function when parking. On paper, a 2.5-litre powering something as big as Outback seems like a hard ask, but the CVT makes sure the engine works as efficiently as possible and it's surprising how well it does work. So the Scout has more torque and gets moving more quickly but we'd never label the 2.5 Outback as wanting for power. The city road ride quality of the Outback is smoother too and its suspension deals better with speed bumps.

If you are looking for something to go further off road, there's only one choice.

Getting on to the beach for the photos, the Subaru cruised around like it was on a paved road, the permanent AWD coping superbly in the soft sand with the X-mode off-road button armed. The Scout however... its ESP literally halted all progress. Once disarmed, the front wheels then sent sand flying while the rear wheels seemed to offer little help and the Scout proceeded to dig trenches as it slowly churned its way along the beach.

On a gravel road, the Outback steamed down unperturbed by some gnarly corrugations which the Skoda struggled to diffuse. Through a stretch of deep, freshly laid gravel, the Subaru simply ate up the greywacke whereas it nearly choked the Skoda, stymied again by ESP intervention.

And practically speaking?

Both brands are renowned for their practical offerings and these two are no different. There's space to burn in each, but the Outback is physically larger and so offers more of it. The Scout is roomy in the rear, you'll fit three at a pinch, but in terms of comfort it can't quite compete with the seating in the Outback which offers more leg room, easier entry via a bigger door, and even a recline function for the seat back. The roof-mounted middle seat belt is not an especially great design feature however.

The Skoda's boot space is impressive, with deep recesses behind the wheel arch giving it plenty of width. Outback is wider at the narrowest point however, but has a flat floor when the rear seats are folded. This is achieved easily in both thanks to spring loaded seats and remote release levers. Both have real spare tyres too.

You can expect to find a good driving position in each, the Outback's being higher set, and sound outward vision, particularly in the Scout, along with easy entry and egress. The touchscreen infotainment system in the Skoda delivers a better user experience. Sometimes the touch buttons don't seem to work in the Subaru, but it is the car which feels more upmarket thanks to the amount of gadgetry on display and the noticeable uptick in interior quality and design.





Outback still in tune with Kiwi road conditions and is at home on both sealed and gravel trails. Brake-activated torque vectoring helps keep you on line while permanent AWD makes everything stick

So what's the call?

The Outback 2.5i Premium is a hard to overlook offering at \$50k. It's better refined, equipped and certainly superior off-trail while being good enough on road to give it the win here. **EC**



OUTBACK VS SCOUT

subscribe online at www.mags4gifts.co.nz/autocar



Subaru Outback 2.5i Premium

Price \$49,990

0-100 km/h 9.99s

80-120 km/h 6.61s (187m)

100-0 km/h 36.20m

Speedo error 96 at an indicated 100km/h

Claimed fuel use 7.3L/100km

CO2 output 167g/km

Ambient cabin noise 74.6dB@100km/h

Engine capacity 2457cc

Engine format Flat 4/longitudinal

Max power 129kW@5800rpm

Max torque 235Nm@4000rpm

Specific output 52.5kW/L

Weight-to-power 12.4kg/KW

Bore x stroke 99.5mm x 79mm

Compression ratio 10.0:1

Cylinder head dohc/16v/vvt

Gearbox CVT

Drivetrain all-wheel drive

Front suspension Mac strut/sway bar

Rear suspension double wishbone/sway bar

Turning circle 11.0m (3.0 turns)

Front brakes ventilated discs

Rear brakes discs

Stability systems ABS/EBD/BA/TC/ESP

Tyre size 225/60R18

Tyres Bridgestone Duelers

L/W/H/W-B 4815/1840/1675/2745mm

Track 1570/1580mm

Drag coefficient (Cd) n.a

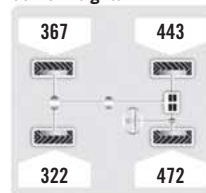
Fuel capacity 60L

Luggage capacity 512/1801L

Weight (full tank) 1604kg

Weight distribution 57/43% (front/rear)

Corner weights



Rating ★★★★★★★★



Skoda Octavia Scout TDI 135kW

Price \$49,990

0-100 km/h 7.25s

80-120 km/h 5.49s (155m)

100-0 km/h 36.18m

Speedo error 96 at an indicated 100km/h

Claimed fuel use 5.1L/100km

CO2 output 134g/km

Ambient cabin noise 75.9dB@100km/h

Engine capacity 1968cc

Engine format IL4/TDI/transverse

Max power 135kW@3500-4000rpm

Max torque 380Nm@1750-3000rpm

Specific output 68.6kW/L

Weight-to-power 11.3kg/KW

Bore x stroke 81mm x 95.5mm

Compression ratio 15.8:1

Cylinder head dohc/16v

Gearbox 6-speed twin-clutch

Drivetrain On-demand AWD

Front suspension Mac strut/sway bar

Rear suspension Multilink/sway bar

Turning circle 10.96m (3.0 turns)

Front brakes ventilated discs

Rear brakes discs

Stability systems ABS/EBD/BA/TC/ESP

Tyre size 225/50R17

Tyres ContiSportContact 3

L/W/H/W-B 4685/1814/1531/2679mm

Track 1538/1506mm

Drag coefficient (Cd) 0.33

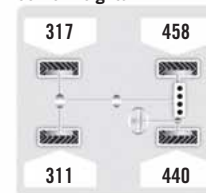
Fuel capacity 55L

Luggage capacity 588/1718L

Weight (full tank) 1526kg

Weight distribution 58.8/41.2% (front/rear)

Corner weights



Rating ★★★★★★★★



CROSSOVERS MADE-OVER

Words **Kyle Cassidy**
Photos **Tom Gasnier**

A BRACE OF POPULAR COMPACT SUVs HAVE BEEN
GIVEN A MIDLIFE SPRUCE UP TO BRIGHTEN
THEIR SHOWROOM APPEAL. WE TAKE A LOOK
AT THE UPDATED MAZDA CX-5 AND HONDA
CR-V TO SEE WHERE YOUR MONEY SHOULD GO



CR-V
CX-5

The growth of the SUV sector continues, now accounting for more than 32 per cent of the overall new vehicle passenger market. While the term SUV loosely describes any high rider, the most popular SUVs are those crossover sorts like the CX-5 and CR-V, both of which have recently been titivated. Both manufacturers have added a dab of refinement, subtly massaging the styling and adding more substance, particularly in the case of the CR-V range.

Honda has evolved the CR-V's look up front and added new 18-inch alloys across the range. The line-up has been rationalised to three variants, starting with a 2.0-litre 2WD model, and two 4WD grades which gain the more vigorous 2.4-litre 140kW/222Nm petrol engine.

A load more stuff has been pumped into them and while the entry level price rises to \$46,900, all models now come with a smart key, leather trim, sunroof, dual zone climate control, powered seats, touchscreen infotainment with nav, a reversing camera and front and rear parking sensors. The 4WD Sport adds the larger engine and AWD for an extra \$2900. The top \$54,900 NT model gets a range of active safety features including the side mirror-mounted LaneWatch Camera, which is standard on all models, but also lane departure warning with active lane keeping, a collision mitigation braking system and adaptive cruise.

Mazda's CX-5 is similarly revised with a new(ish) grille and fog light design, side mirrors and alloy wheels, which on the Limited still measure 19-inches. Inside, the console has been rejigged, there are new

dials, an electric parking brake, and the firm's MZD infotainment unit and controller. The CX-5 suite of active safety features remains but their performance is said to be improved. The top Limited, the spec of which is largely similar to the top CR-V, also gets adaptive LED headlights for better illumination to go with the lane-keep assist (audible warning and steering intervention if you drift out of your lane), driver attention alert (monitors your driving and if it changes encourages you to take a break) and smart city brake function now also detects if you're going to be rear-ended, applying the brakes to prevent you crashing into the car in front.

Honda's active cruise works well on the motorway, is able to actively keep you within a lane, and will brake you to a complete halt too, whereas Mazda's doesn't, which is odd. Honda's camera in the left hand mirror





AGAINST SUCH
A **STRONG**
DIESEL, THE
PETROL-FIRED
CR-V IS ON A
HIDING TO
NOTHING. AND
THE **HONDA**
BUYER HAS NO
OILER OPTION
HERE EITHER



CR-V
CX-5



ABOVE - Mazda's MZD infotainment system makes its debut in the CX-5, as does an electric handbrake. RIGHT - Like the Honda, Mazda's top model has a suite of active safety technology, which you can turn off if you want to, but why? You've paid for them...

projects an image onto the centre screen to give a better view of what's beside and behind you than the mirror. Some question its worth, but it is handy when you're waiting for the frost to clear from the mirror in the morning. Mazda has a more complete suite of features with blind spot monitoring and rear cross traffic alert, helpful when reversing out of car parks as it alerts you to oncoming traffic that you can't otherwise see.

The CX-5 range starts at just under \$40,000 for a GLX 2.0-litre 2WD (also available in GSX grade), there's a GSX grade 2.5-litre AWD at \$45k, and a diesel too at \$47k, and then the 2.5 petrol and diesel AWD Limited models at \$54,895 and \$56,795, respectively.

Both have unlimited kilometre warranties, Mazda's good for three years, Honda's for five and Mazda throws in a three years/100,000 km servicing plan as part of the purchase price. This is particularly good value when buying the diesel.

And if you're willing to pay the premium, Mazda's diesel is a splendid performer.

While the CX-5's 2.5-litre petrol is perfectly adequate, Mazda 2.2-litre twin turbo diesel is 'a wee cracker', the best of its kind in this price bracket. It's of course torquey, but also rather refined, revs freely and with its twin-turbo set up, the lag moment is merely that, the briefest of pauses before you're on top of a huge 420Nm surge of torque. It's mated to a well oiled six-speeder that makes sure you always have around 1500rpm on the dial and so the engine is always ready to rock. It even works well with the idle/stop function, firing back into life quickly, so you're off without hesitation. Some diesels can take that moment longer and then that gap you were after in the traffic has gone. People have even said that stop/start is dangerous for this very reason. While you can always turn it off, there's no need to here.

Against such a strong diesel, the petrol-fired CR-V is on a hiding to nothing. And the Honda buyer has no

oilier option either here. A 2.2-litre diesel auto is available in Australia but it is only rated at 110kW/350Nm. Still, that's more useable

torque than the 2.4-litre petrol which has 222Nm. The petrol four is entirely reasonable at a regular gait, happily mooching about town with revs kept under 3500rpm but it's when you need to spur it on that the CR-V initially falls a length behind the Mazda before the power, 140kW, is fully tapped high up in the rev range. And there's the issue of one less gear too, the CR-V's auto still stuck on five forward ratios. There is a Sport mode, which is handy when you need a quick burst of speed. Mazda's 2.5-litre petrol option is a better performance match, and we prefer it given it has more torque lower in the rev range, which is better utilised by the six-speed auto. This, by the by, picks up a new Sport mode in the upgrade, but it's absent in the diesel, as it has little use for it anyway. Mounting



CR-V CX-5

a steep urban hill, the Mazda happily hauls up in fourth, even managing to accelerate in-gear whereas the Honda needs to chop down to third to maintain momentum, and second to start accelerating with a whole lot more revs needed. It all means the CR-V's four works harder and drinks more gas as a result, with a 12L/100km average to the Mazda's 7.5L/100km.

And if you have a semblance of interest in how your carriage drives, you'll be happier with the CX-5. There's a more connected vibe to the steering, the assistance well sorted, whereas the Honda's has a definite electric set-up feel, particularly just off centre. The CR-V has a cushier ride, quiet the suspension is, and it better deals to speed bumps. The CX-5 on the larger wheels feels slightly fidgety on rougher surfaces but pays you back with a more sure-footedness in corners and a better resistance to understeer. This is more car-like on the go than the segment norm. If you are resistant to the breed, you should drive this. If it doesn't win you over, it's likely nothing will.

The pair is harder to separate in terms of space and utilitarian value, although the CR-V is slightly larger and maximises interior space by way of a lower, flatter floor. That lends it a larger boot, and with its bigger doors, entry and egress are easier. If you're one

to take passengers regularly, the CR-V is better suited to the job, though really there's not much in it. The CX-5 is deceptively well packaged; it's bigger inside than it looks. The rear seat has plenty of foot space and leg room, though Honda's flat floor makes the CR-V seem roomier. Both have easy split folding, the Mazda adding the practicality of a 40/20/40 split rear seat, and it folds completely flat too. CRV has a full-sized spare, the Mazda a space saver, and while the Honda can tow 1500kg, the Mazda is rated at 1800kg, both the diesel and petrol versions.

Up front, it's the Mazda we prefer. The seat is more supportive and comfier now with new stuffing, and the cabin is trimmed with better surfaces. Both impart a good quality feel and each is sorted in terms of connectivity though Honda's touchscreen headunit is average compared with the Mazda's MZD system, both in terms of graphic display and functionality. It does the job but it isn't the best. Honda fares better for storage though, with a more useful centre console.

But we can't go past our 2012 Car of the Year winner here. The CX-5 is still The One. It's class competitive on space, price and features and the best in terms of driver appeal. There's not a dud model in the range, and the diesel is great if you can afford it. **EC**



Mazda CX-5 Limited Diesel

Price \$55,990

0-100 km/h 8.15s

80-120 km/h 6.39s (179m)

100-0 km/h 36.83m

Speedo error 96 at an indicated 100km/h

Claimed fuel use 5.7L/100km

CO2 output 149g/km

Ambient cabin noise 74.4dB@100km/h

Engine capacity 2184cc

Engine format I4/TDI/transverse

Max power 129kW@4500rpm

Max torque 420Nm@2000rpm

Specific output 59.06kW/L

Weight-to-power 12.88kg/kW

Bore x stroke 86mm x 94mm

Compression ratio 14.0:1

Cylinder head dohc/16v

Gearbox 6-speed auto

Drivetrain on-demand AWD

Front suspension Mac strut/sway bar

Rear suspension multilink/sway bar

Turning circle 11.2m (2.6 turns)

Front brakes ventilated discs (207mm)

Rear brakes discs (303mm)

Stability systems ESP/TC/ABS/EBD/EBA

Tyre size 225/55R19

Tyres Toyo Proxes R36

L/W/H/W-B 4540/1840/1710/2700mm

Track 1585/1590mm

Drag coefficient 0.33

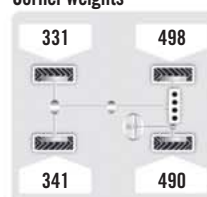
Fuel capacity 58L

Luggage capacity 403-1560L

Weight (full tank) 1662kg

Weight distribution 59.5/40.5% (front/rear)

Corner weights



Rating ★★★★★★☆☆



Honda CR-V Sport

Price \$48,900

0-100 km/h 9.78s

80-120 km/h 6.12s (171m)

100-0 km/h 37.20m

Speedo error 97 at an indicated 100km/h

Claimed fuel use 8.7L/100km

CO2 output 202g/km

Ambient cabin noise 75.2dB@100km/h

Engine capacity 2354cc

Engine format I4/transverse

Max power 140kW@7000rpm

Max torque 222Nm@4300rpm

Specific output 59.5kW/L

Weight-to-power 11.3kg/kW

Bore x stroke 87mm x 99mm

Compression ratio 10.0:1

Cylinder head dohc/16v/vvt

Gearbox 5-speed auto

Drivetrain on-demand AWD

Front suspension Mac strut/sway bar

Rear suspension multilink/sway bar

Turning circle 11.8m (3.2 turns)

Front brakes ventilated discs (296mm)

Rear brakes discs (305mm)

Stability systems ABS/EBD/BA/ESP/TC

Tyre size 225/65R17

Tyres Bridgestone Dueler HP Sport AS

L/W/H/W-B 4534/1820/1685/2620mm

Track 1565/1565mm

Drag coefficient n.a.

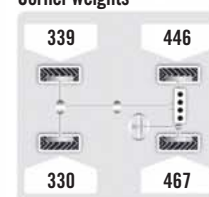
Fuel capacity 58L

Luggage capacity 589-1669L

Weight (full tank) 1582kg

Weight distribution 57.7/42.3% (front/rear)

Corner weights



Rating ★★★★★★☆☆

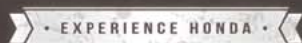




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Eco *Thriller* in Manila



ABOVE - All lined up and not revving to go.
LEFT - Rob's ride for the event. BELOW LEFT - Hydrogen powering this eco racer.
RIGHT - EGGceptional economy here



It's hard work being a super-economical driver. There you are, on a 1.2 kilometre circuit in sweltering heat, using your vehicle's engine in six-second bursts to get up to speed, then turning it off and free-wheeling for as long as possible before your speed gets so low you have to turn the engine on again.

You don't dare use the brakes. You need to find the smoothest portions of the track too because your car doesn't have any suspension in the interests of saving weight. The smoothest lines through the corners are the ones that help maintain vehicle momentum, so you are keeping a close eye on other competing vehicles around you.

And you have to do this for 10 laps, inside of 23 minutes. If you finish over that time you are disqualified. Too much under that time may indicate you have been driving too fast and you have used too much fuel.

So the heat is on - in more ways than one. Dressed in safety overalls and a crash helmet, and sitting inside a little specially-built eco-car, you are sweating heavily under the notoriously hot Manila sun. But your team is relying on you to complete a smooth and

fuel-sipping performance that will see you use less than a teaspoon (no, really) of petrol during your 10-lap assignment.

Welcome to the Shell Eco-marathon, one of the world's most challenging and innovative student competitions, in which competing teams of young people aged between 16 and 25 design, build and then drive ultra-efficient cars on real city streets.

From small beginnings in France 30 years ago, it is now a massive global initiative that so far has involved teams representing 500 universities and technical colleges from 50 countries, who compete in four-day events in Europe, USA and Asia.

The first eco-marathon of the year has just been hosted by the Philippines, where more than 47,000 people watched as 127 teams from 17 Asia-Pacific countries put their vehicles through their paces around a circuit created in downtown Manila.

Now the event is heading to downtown Detroit for the American leg. That city's previously shoddy and bankrupt CBD is being transformed into a street circuit where student teams from throughout the Americas will showcase their creations.

Then it will be on to Rotterdam in the Netherlands for the European competition. Once again the circuit will be created in the

middle of the city, so that once again the creativity of the students involved will get maximum public exposure.

One commonly posed question is why Shell, whose business model is based around the use of fossil fuels, should be involved in a worldwide initiative aimed at finding ways of using less of it. The answer, says the company, is that the world needs to meet its growing energy needs in a responsible way, and the Shell Eco-marathon certainly requires participants to think about sustainable solutions to the world's energy challenges.

Not only that, says New Zealander, Danny van Otterdijk, who is the general manager of the eco-marathon, but Shell sees the event as a means of inspiring young people to take up engineering as a career.

"Shell employs thousands of people worldwide, and often it is difficult to get the right people. The eco-marathon helps, even though we recognise that because this is a motoring event many of the participants are inspired to enter the automotive industry.

"But the good news in this regard is that the motor companies are getting involved. So far the eco-marathon has developed partnership relationships with Ferrari, BMW, Chrysler and Hyundai."

ROB MAETZIG TRIPS TO THE PHILIPPINES TO COMPETE IN A RACE WHERE IT'S NOT HOW FAST YOU GO THAT MATTERS, BUT HOW LITTLE FUEL YOU USE



LEFT - Diesel-powered urban concept runner up in slow paced action here. 'Cars' in the class need a few compulsory items like wing mirrors and windscreen wipers where as the prototype competitors (above and below) are streamlined for maximum frugality





A man who attends every eco-marathon is Norman Koch, a German who is the event's technology manager and oversees rigorous technical inspections that all the competing vehicles are subjected to.

The challenge to participants is quite simple, he says. It is to build the most economical car. But this is where the fun starts because there is a very fine line between creativity and corner cutting. But he says he is constantly astonished by the ideas the young people come up with.

"I remember one team developed a ceramic needle wheel bearing that was so efficient that if you spun one of the vehicle's

wheels, it carried on spinning for 15 minutes."

Some of these ideas have also been commercialised, Koch says. For example, engine stop-start technology was pioneered at the Shell Eco-marathon. So was cylinder shut-off.

And they all contribute to remarkable fuel economy. The competing vehicles can run on seven types of fuel, five of them the combustion fuels petrol, diesel, ethanol, gas-to-liquid and CNG, and two of them the energy from battery electricity and hydrogen fuel cells.

The vehicles themselves can be either the traditional cigar-shaped Prototypes,

or Urban Concepts which look more like the traditional micro cars already seen on city streets. No matter what their shape and size, the technique to operate them is the same – drivers use the engines to accelerate to a given speed, then turn the engine off and coast for as long as possible.

It's estimated that over a 10-lap session each vehicle's engine runs for only 5 per cent of the time. And that is a major reason why some astonishing consumption figures are attained. For example, this year the petrol award in the Urban Concept category went to a Philippines team that achieved



Lots of weird and wonderful shapes here. The diesel winner (left) looks like some thought went into the aesthetics, whereas it's hard to say what the styling influence was for the alternative fuel third placed getter (bottom far right)





126.6km per litre, and that was dramatically shaded by the results in the petrol Prototype category where a Thai team achieved 1490km per litre.

The whole idea behind the Shell Eco-marathon, says organisers, is to bring together future innovators from all over the world, bright young minds, showcasing their own fuel-efficient creations.

This year in Manila there were teams from throughout Asia, but no New Zealand contingent. That's something van Otterdijk would dearly love to see changed – to see if the famed Kiwi No 8 wire mentality can be successfully

applied to the cutting-edge thinking about energy and mobility that is such a feature of this annual event.

"My personal passion is that before I give up this gig, I want to see New Zealand teams involved," he says.

"This year Australia is represented for the first time, and I'm convinced that New Zealand institutes such as Massey University and the Wellington Institute of Technology could also be represented.

"I've always been impressed by the Kiwi can-do attitude – that's why I've employed six New Zealanders in my department with Shell back in London.

It's that kind of spirit that would be perfect for the eco-marathon."

It's estimated that it would cost upwards of \$20,000-\$30,000 for a New Zealand team to design, create and transport a vehicle to the Philippines to compete in an eco-marathon. Obviously such a project would require sponsorship assistance. But it can be done - this year one team from Egypt proved that. It arranged various publicity and fundraising events for its campaign and ended up raising so much money - US\$230,000 - that easily enough was left over to fund future Egyptian eco-marathon projects. **EC**



driven



EXPRESS EXCESS



While Mercedes-Benz has been busy at the 'lower end' of the premium market with its A-Class spinoffs, it's still very much active at the expensive end too, the latest offering being the reworked CLS, tested here in Shooting Brake guise. It's one of those niche models, based on the conservative E-Class but dressed in more head-turning metal. New bits include a reworking of the frontal styling, more standard features including a heap of safety gear, and a new gearbox for the CLS 500.

The CLS Shooting Brake is a two-model line-up but don't sell yourself short by opting for the \$134,000 250 CDI; go for the CLS 500. It does cost an extra \$50k, but comes complete with a bi-turbo 4.7-litre V8, generating a nice even 300kW and 600Nm to give the two-tonne Shooting Brake just the right amount of motivation. It gets a more appropriate sound track too. The CLS 500 debuts Merc's new 9G-Tronic nine-speed auto, for when eight gears just isn't enough. A higher cog count helps to lower consumption, and the way this thing shifts through the gears, aids performance too. It works as an auto should; you leave it in Drive and it sorts itself impeccably. When you need an extra hit, Sport mode

ups the ante and the protocols see it kick down smartly, remain in gear on a trailing throttle or changing down smoothly under brakes. There's never a need to touch the steering wheel-mounted shift paddles. However, for research purposes we did try shifting manually and it will select ninth gear at around 85km/h, the V8 ticking over at just 1000rpm, while 100km/h registers 1200. And such is the pull of 600 turbocharged Newton metres that it accelerates away smoothly from that point.

The CLS 500 delivers a GT-type of drive experience. Riding on air springs, it can waft along smoothly when set to Comfort mode while pushing the Sport button sees it tighten the reigns on body movements. The CLS is not shy of some cornering action, with quick steering and a willingness to turn for what is a sizeable car. However, the weight can be telling if you're overly enthusiastic. The brakes are reassuringly strong, and overall it's a thoroughly composed car, one that dispatches distance without appearing to be trying too hard. And it's not even that horrendous on gas; the quoted combined average is 8.9L/100km/h. Figure on something in the real world between 10 and 15L/100km, depending on your throttle applications.

Adding to its big easy character is an

improved active cruise control which not only keeps the distance to the lead vehicle at a constant but also helps keep you on track with active steering inputs providing the lane markings are clear. This function also works at night thanks to the effectiveness of the new standard-fit Multibeam LED lights. Each headlight contains a total of 36 LEDs to turn night into day. LED fact – its colour temperature is 5500 kelvin, closer to daylight (6500K) than Xenons (4200K) for improved illumination. Each Multibeam unit contains 24 individually controlled LEDs, and using data from the front-mounted stereo camera, these can be turned off in order to create a 'dark spot' around oncoming vehicles so you don't dazzle drivers while keeping the rest of the road fully illuminated. It's something else you don't have to think about. Lucky there is Merc's Attention Assist to warn you if you start nodding off because it's easy to get relaxed behind the wheel with so many assistants helping with the drive. Is this Merc's way of easing us in to the next step of fully autonomous cars? Agenda 21 conspiracy theorists (Google it) will say it's all part of the conformity plan.



LEFT - The CLS's only disappointing aspect, the interior isn't as classy as the C's. **BELOW LEFT** - Wooden floor is fabulous but hardly practical hence why they supply a protective non-slip mat to keep it pristine



Back to reality, and one of the CLS selling points is the exterior styling. It's a sleek machine, although the interior is slightly disappointing by comparison; the newer, cheaper C-Class has a more modern and inspired cabin, while foot-operated park brakes should really be banished. It's all made a little more palatable by the inclusion of extra standard fare like a larger infotainment screen, complete with a TV tuner, and new active 'multi-contour' seats with soft 'Passion' leather, complete with massage function and heating and cooling. The level of finishing is superb, as you'd expect of a luxury machine like this. And there is a total of 12 active driving assistance systems in operation. With so many

mass market models offering ever increasing levels of specification, the CLS's extensive fit-out does help justify the huge asking price.

Wagons are always practical, though the CLS's sloping roofline eats into rear headroom. You have to watch you don't scalp yourself on entry. Once in, the seat is firm with a short squab, but there's sufficient leg room for most. The boot is generous and Mercedes wisely supplies owners with a sturdy, non-slip cover to protect that beautiful but impractical wood-lined cargo floor.

This is a car that ticks all the boxes it should, even if it might be hard for most of us to see it fulfilling any value proposition at its asking price. - **Kyle Cassidy EC**



IT SELECTS NINTH GEAR AT AROUND 85KM/H, THE V8 TICKING OVER AT JUST 1000RPM, WHILE 100KM/H REGISTERS 1200

Mercedes-Benz CLS 500 Shooting Brake

Price \$184,000

0-100 km/h 4.98s

80-120 km/h 3.08s (155m)

100-0 km/h 34.10m

Speedo error 98 at an indicated 100km/h

Claimed fuel use 8.9L/100km

CO2 output 207g/km

Ambient cabin noise 73.5dB@100km/h

Engine capacity 4663cc

Engine format V8/TT/DI/longitudinal

Max power 300kW@5000rpm

Max torque 600Nm@1600-4750rpm

Specific output 64.3

Weight-to-power 6.5kg/kW

Bore x stroke 93mm x 86mm

Compression ratio 10.5:1

Cylinder head dohc/32v/vvt

Gearbox 9-speed auto

Drivetrain rear-wheel drive

Front suspension Three link/air springs

Rear suspension Multilink/air springs

Turning circle 11.18m (2.5 turns)

Front brakes ventilated discs

Rear brakes ventilated discs

Stability systems ABS/EBD/BA/TC/ESP

Tyre size f-225/35R19, r-285/30R19

Tyres Pirelli P Zero

Wheelbase 2874mm

L/W/H 4953/1881/1419mm

Track 1596/1629mm

Drag coefficient 0.30

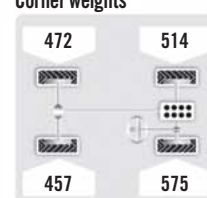
Fuel capacity 80L

Luggage capacity 590/1550L

Weight (full tank) 1958kg

Weight distribution 52.6/47.4% (front/rear)

Corner weights



Verdict Satisfies its luxury brief. It's expensive, exclusive, easy to drive and with so many safety systems, seems it would be hard to crash too.

Rating ★★★★★★★★☆☆



STYLE AND SUBSTANCE?



Austin Mini, Porsche 911, LandRover Defender, VW Beetle, Citroën DS and the Audi TT; to my mind they are the six most recognisable automotive silhouettes of all time. The TT is the only one of those cars not designed more than half a century ago. A testament to the power of the six designs is that only one 'shape' (the DS) isn't still in some form of production. There is not a single theme or some secret ingredient to designing a style icon, as not one of these six cars share the same size or look; but they are all icons, nonetheless.

For all the TT-themes; the small cockpit, that motorcycle-style fuel cap (it is after all named after a motorcycle race), the VW Golf underpinnings, it is the arcs which most of all define the TT.

That TT 'look' is crucial; it has always been about the style. Possibly encouraged by overly proud designers, Audi claimed the TT was influenced by Germany's Bauhaus art movement. However, I never quite determined how that reconciled with the Mies Van Der Rohe adage that 'form follows function' because the TT has always seemed to be more about looks than utility. If you like, more House of Dior, than House of Bau.

While the blunt edges and rounded roofline of the first TT defined Audi's design language 15 years ago, the third generation is channeling the R8. Those four rings moving from the grille to the bonnet are the most obvious example, but take a moment to view the TT from down low and the supercar resemblance is plain.

While the design formula has stayed the same, this latest TT has managed to buck one trend this time around. Most new versions of existing cars get bigger with every generation, but the new TT has shrunk. So it's slightly shorter and narrower, and yet it sports a 37mm longer wheelbase. While this benefits poise on the move, it does utterly nothing for rear seat space, which doesn't even qualify as a token gesture to family friendliness. The ISOFIX fittings and seatbelts stand less chance of being used than the Manor F1 team has of topping the podium this decade. Best to fold them down for the extra storage.

From the beautifully sculpted and quilted leather of the front two seats however, the TT feels like a tailor-made suit. After setting the benchmark for interior perfection for the past decade, Audi has stepped things up another notch in the new car. In fact, I'll go so far as to call this the most 'dashing dash' I've ever encountered in a production car. Headlining this stunning display is the rather ambitiously titled "Virtual Cockpit" (sorry Audi, but this is an actual cockpit). Still, the 12.3inch hi-def screen which





Audi TT

Price \$91,800

0-100 km/h 6.34s

80-120 km/h 3.58s (101m)

100-0 km/h 36.10m

Speedo error 98 at an indicated 100km/h

Claimed fuel use 6.3L/100km

CO2 output 146g/km

Ambient cabin noise 76.5dB@100km/h

Engine capacity 1984cc

Engine format IL4/DI/T/transverse

Max power 169kW@4500rpm

Max torque 370Nm@1600-4300rpm

Specific output 85.2kW/L

Weight-to-power 7.8kg/kW

Bore x stroke 82.5mm x 92.8mm

Compression ratio 9.6:1

Cylinder head dohc/16v/vvt

Gearbox 6-speed twin-clutch

Drivetrain front-wheel drive

Front suspension Mac strut/sway bar

Rear suspension Multilink/sway bar

Turning circle 11.0m (2.2 turns)

Front brakes ventilated discs

Rear brakes ventilated discs

Stability systems ABS/EBD/BA/TC/ESP

Tyre size 245/40R18

Tyres ContisportContact5

Wheelbase 2505mm

L/W/H 4177/1832/1353mm

Track 1572/1552mm

Drag coefficient (Cd) 0.30

Fuel capacity 50L

Luggage capacity 305-712L

Weight (full tank) 1320kg

Weight distribution 61.2/38.8% (front/rear)

Corner weights



Verdict Stylish but rather pricey. Dash layout sets a new standard. If you favour design above all else, the TT is (still) for you.

Rating ★★★★★★☆☆



takes the place of the old 'paint n' needle' dials, is an absolute masterstroke. Everything is displayed on it, yet the layout and graphic flow mean it never looks cluttered or hard to read while on the move.

While the main 'dials' are impressive, the placement of the climate control display screens and controls in the centre of the turbine-style air vents is inspired. It helps free up the rest of the dash, creating an uncluttered and minimalistic environment while avoiding any complicated button sequences to access anything. It is ergonomic genius.

Less perfect is the steering feel, which is about the TT's only weak point from a performance standpoint. There is nothing wrong with the way the variable rack system functions, but there is very little emotion, communication or feel. It is most disappointing in Dynamic mode, where the supposedly sporty setting merely seems to add resistance to the helm. That's a bit frustrating when this new model is clearly more agile and powerful. What a shame it is to rob it of this crucial element

of driver engagement.

For all my misgivings over the Bauhaus comparisons, this latest TT shouldn't be considered merely a triumph of form over function. It is a legitimately sporty drive, with particularly sharp handling.

TOP - What a sporty interior should look like; modern and uncluttered. **MIDDLE** - HVAC controls within circular vents an inspired design concept

The 169kW turbocharged four revels in what is the smallest car to use the VW Group's MQB platform. The six-speed S-Tronic double-clutch gearbox helps it deliver a claimed 0-100kmh time of 5.9seconds. However, we reckon you'd need an ultragrippy surface to get those tyres hooking up sufficiently to realise this, with precious tenths lost to excess wheelspin when we tested the claim. The new chassis uses a combination of steel and aluminium to deliver increased rigidity over

the previous car. That same construction technique has helped Audi shave close to 50 kilos from the mass to weigh in at claimed 1230kg, though NZ specification cars weigh almost 100kg more according to our scales. At the same time torsional rigidity is up 25 per cent, and the centre of gravity has been lowered slightly.

Whatever way you look at the numbers, this is a better TT. Perhaps, sharper is the best way to describe it, both in performance and in looks. Sure, it would be nice if the steering could communicate with the driver as well as the new cockpit does, but it is a terrific wee coupe.

That said, the TT falls short of being Audi's tech-showpiece. There is no adaptive cruise control or heads-up display on offer. Not even a reversing camera. This is very much an iMac style proposition; \$91,800 (\$95,800 in S line trim as tested here) buys you plenty of style and beautiful build quality, all inside a perfectly sculpted aluminum body. If you want a few more flashing lights or computing power, you will need to look to its rivals.

- Shaun Summerfield **EC**

driven

JAPAN'S FAVE ALSO OURS



Trends are only ever indications of general behaviour. Which means not everyone follows what is widely accepted as common practice. Take, for instance, forced induction. While it has become all-pervasive in the performance car class, the same cannot be said at the economy end of the scale.

Mazda is one to buck the trend, its technical crew reckoning that further optimisation of natural aspiration produces a great mix of performance and economy. In fact, non-turbo SkyActiv-G petrol engines now power the Mazda6, 3, CX-5 and also the new 2 hatch, which arrived at the end of 2014.

This is the car that waltzed off with the Japanese Car of the Year award, pipping C-Class and i3. So how does the GenIV

Mazda2 stack up against the competition? Last month we compared the top Limited version with Jazz RS and found the two hard to separate, one being the clear choice if practicality is a major prerequisite, the other being more the driver's car. No great surprises there.

This month, we've driven the midranger, the GSX in six-speed manual trim. The midrange variant hits the mark, for it gets





DOES IT HAVE THAT MAZDA DYNAMIC MAGIC? YES, IT'S PRETTY SWEET TO MATCH THE AGGRESSIVE LOOKS, DARTING AROUND MERRILY, THE ELECTRIC STEERING MORE MEANINGFUL THAN BEFORE

some of the iActivSense safety and convenience items of the Limited, and the same mechanicals (except Ltd is auto-only) but costs closer to \$20k than \$30k. This is of interest to us, for at home we have the outgoing Mazda2 Sport, a five-speed manual, and we're wondering whether to upgrade.

It's certainly tempting. Were it entirely my decision I'd probably say yes, but then it's not and the distaff says perhaps not. She is not entirely convinced a small car needs a computer control for minor functions, and isn't a fan of the interior styling. She found the higher gearing makes it too easy to speed in too. However, she likes the exterior design, approves of the heightened refinement, cannot believe how little fuel it uses, and says it is nicer to drive overall. A pity we cannot afford it at the moment!

From my standpoint, there's an awful lot that impresses. It looks sharper, though some purport to see little change. Not me; this has the Kodo "soul of motion" design brush stroke and looks dynamic, interesting from all angles. The old car was ordinary from some.

This is slightly enlarged, not so as you'd notice, especially if you peered in the average-for-class hatch, but it's lighter, thanks to increased use of high tensile steels, mainly in the underbody and sides which are said to be 15 per cent stronger than before. So too is the area where the steering mounts, apparently adding linearity and stability. To drive, it feels more solid, and it is clearly quieter on road. Some mentioned it feels like a smaller version of the Mazda3 to pilot and that's a fair assessment.

The new 1.5-litre SkyActiv engine makes a few units more than the outgoing engine but uses heaps less gas, rated at 4.9L/100km in auto guise, 5.2 in manual (previously 6.4). Helping the manual is the addition of a sixth gear, so instead of pulling 2800rpm in top at

100, it now spins at 2400rpm. That makes it more relaxed on the open road and because it's more hushed, it's easier to speed in according to Ms. Roadrunner. The manual trans is a delight, much smoother and quicker than the original.

Our car had under 1000km to its name, and felt like it had been babied. A spot of performance testing and a quick rip up Reference Hill had it purring contentedly. It posted a sprint time to 100km/h of 10sec flat, and was quicker 80-120 than its predecessor by 0.4sec. Feeling eager from about 2500rpm out of the confines of the suburbs, it feels into its stride from 3000rpm onwards, while best effort resides in revs above 4500rpm. Despite trying, we couldn't get fuel use into double figures. Even tiny turbos exceed 10L/100km when pushed.

Does it have that Mazda dynamic magic? Yes, it's pretty sweet to match the aggressive looks, darting around merrily, the electric steering more meaningful than before, not quite yet full of beans but an improvement. Part of the much better economy (down almost 25 per cent) is due to the low rolling resistance tyres. These grip reasonably but not quite like sports rubber. Just wish Mazda would ditch the rear drum brakes for discs; seems a budget decision, and best stopping distances aren't flash.

After driving the Mazda2 I think Jazz is now off the list personally. I'm not a great fan of the Honda's touch interfaces for everything. And to my mind, the Mazda interior is more sophisticated, with better plastics, great seats, a major improvement on the original's.

Best small car then? We think so. Nice job Mazda, but then given how competent Mazda3 is, you'd have expected nothing less. Perhaps I should let Ms Picky check out the incoming CX-3. - **Peter Louissou EC**



Mazda2 GSX

Price \$24,245

0-100 km/h 10.00s

80-120 km/h 6.95s (194m)

100-0 km/h 37.51m

Speedo error 96 at an indicated 100km/h

Claimed fuel use 5.2L/100km

CO2 output 114g/km

Ambient cabin noise 72.8dB@100km/h

Engine capacity 1496cc

Engine format IL4/DI/transverse

Max power 81kW@6000rpm

Max torque 141Nm@4000rpm

Specific output 54.1kW/L

Weight-to-power 12.9kg/kW

Bore x stroke 74.5mm x 84.8mm

Compression ratio 13.0:1

Cylinder head dohc/16v/vvt

Gearbox 6-speed manual

Drivetrain front-wheel drive

Front suspension Mac strut/sway bar

Rear suspension Torsion beam

Turning circle 9.8m (2.5 turns)

Front brakes ventilated disc

Rear brakes drum

Stability systems ABS/EBD/BA/TC/ESP

Tyre size 185/60R16

Tyres Dunlop Enasave EC 300T

Wheelbase 2570mm

L/W/H 4060/1695/1495mm

Track 1495/1485mm

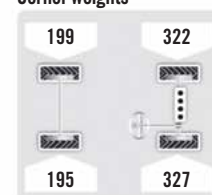
Fuel capacity 44L

Luggage capacity 250L

Weight (full tank) 1047kg

Weight distribution 62.3/37.7% (front/rear)

Corner weights



Verdict Mazda takes small car smarts to a new level with this spunky sub\$25k GSX that gets great spec (nav even) and improved refinement. Looks and feels dynamic and substantial, drives that way too. Plus it's now frugal.

Rating ★★★★★★★★



LONG- TERMER

Km at start 100

Km now 3550

Things done: "Hobbit" trips, there and back again.



END OF THE LINE

It was high time we undertook a road trip in the C 200 Estate, and with its single issue fixed – dash rattle gone – it was time to consider where to go. In the end, because it was summer and the weather was glorious, we elected to do a series of out and back day trips from our beach base in the southern Coromandel/northern Bay of Plenty.

What sparked this was a birthday present, a GPS running watch. It was rather a smart play by the Cunning One. She runs, I play golf, so why not swing the balance towards the former by the gifting of new technology. She knows I'm a sucker for that. Truth is, I'd almost rather be doing bush runs in the shade of the Coromandel/Kaimai forest tracks

than trudging down fairways on boiling summer days. Besides, most of the grass on the local course was disappearing, so shot making was even more difficult than normal. I blame that anyway.

For a family of two plus pooch, and the odd visitor, the C 200 Estate more than suffices. The long termer had a couple of accessories; some roof rail cross beams which look great, and make no discernible wind noise at open road speeds. They're also easy enough to remove and the distance between them can be varied, depending on what you're carrying. Us? Not much.

The other accessory was the load protector in the hold. Access back there is simple; by pushbutton on the door

or key fob, and the door then rises and lowers by itself. The plastic boot floor protector looks a bit like a paddling pool with a side missing that faces the door. We removed the tray for cleaning a few times and the carpet beneath looked pristine. While the tray robs a bit of potential width, and can limit the utility of the split folding facility, you simply don't need to consider what goes in the back – wet swimwear, muddy shoes. It all comes out in the wash.

Because there were generally two of us using the C 200 much of the time, packing for weekends was a breeze. Sometimes we even had to pack a bit extra to stop gear moving around in the load bay, the one downside of the plastic liner.



The Stats

MODEL Mercedes-Benz C 200 Estate

PRICE \$74,900

ENGINE 1991cc, IL4/DI/T

135kW@5600rpm, 300Nm@1200-4000rpm

TRANSMISSION 7-speed auto, rear-wheel drive

VITALS 0-100km/h 7.71sec, 6.2L/100km, 143g/km, 1587kg



OPPOSITE - The back seat passenger did not know what to make of the "tall dogs" above, so he stayed put. Out on another day trip for the C-Class Estate, this time transporting us to the Tuahu Track for a run, and a gander at the nearby Kauri grove

setting. The route we take to and through the B of P involves primarily backroads, with as little time spent on the number 2 highway as possible, for obvious reasons – the less traffic

you encounter, the less chance of being taken out by a foreign driver. Actually, the primary reason is to reduce the chances of unfortunate encounters with those who must not be named.

Despite having five different settings, we used comfort mode primarily, opting for sport occasionally, and Sport+ only when out alone for 'runs' through the hills. Because the engine is turbocharged, best economy

is achieved when revs are kept low. We tried the Eco setting a few times but it nobbles engine power too much. There's added throttle responsiveness with Sport and even more with Sport+ but on trips you want to be able to access top gear (seventh) for a mix of quiet cruising, and economy, meaning Comfort mode rules. Course, the paddles allow upshifting to top in Sport mode.

We completed 3550km in three months in the C 200 Estate, and it never missed a beat. It has been returned, unfortunately, because now I'm forced to walk to work again. **—Peter Louison EC**

As to the dog? We invented special seat protection – a rubber yoga mat stays put and protects the Artico upholstery from claw scratches – and Dogbreath was as happy as out back, staking out his territory. Other rear seat passengers he treated as leaning posts, and trouser legs were simply places to dribble on. Dogs may be man's best friend, but our best friends thought otherwise.

The C 200 is the base model in the new line-up but you never really get that impression. It wants for little, with sat nav, dual-zone climate air (down to 15 degrees), 18-inch alloys, idle stop, Comand controller, seven-speed auto, and LED headlamps. Comfort entry, standard on the C 250, would be nice. Buyers may like to ponder the Airmatic suspension option (\$2490) if

they're doing lots of long distance work; there's nothing like riding on air for optimum comfort.

There are also five different grouped options to consider, including the Vision package (\$3990) which offers a panoramic sunroof and head-up display, amongst other goodies, while the AMG Line (\$4490) adds all the hot rod bits, like sports suspension, seats and wheel(s).

We particularly liked the Agility Select button, which is something of a misnomer, as handling agility doesn't change regardless of setting. It's powertrain responsiveness that this affects, ranging from Eco through to Sport Plus, and there's even an Individual

bikes

NEW STINGER FROM HONDA

Words **Peter Louisson** Photos **Tom Gasnier**





LEFT - Hand span lever adjustability unexpected on a bike priced thus
BELOW - Sports rubber evident as the odo shows 100km and it's knee-down time
OPPOSITE - More than a hint of Blade styling in the CBR650F

The name of the machine may not have quite the emotional impact of the bike it replaces, the Hornet, but Honda's new CBR650F has enough sting of its own to be of real interest. And unlike most other budget middleweight bikes of the recent past, it has no "if only" attached. Unless perhaps you compare it dollar for dollar with the value leader in the middleweight sector, Yamaha's MT-09. But let's not do that because the Honda has weather protection and is more of a soft-core sports bike than the naked Yamaha streetfighter.

This new bike, or pair of bikes more accurately as there's also a naked CB650F, is designed and built in Thailand, and while packing more cc's than a Hornet it's not quite as powerful. Both have ABS as standard, something that will soon be default on all European street machines. It adds little in terms of weight, and you only need to have ABS brakes save you once from calamity to realise how cost effective the safety system is. Just like in cars then.

But that's about it in terms of high tech

GENERALLY NEW BIKES FROM THE H BRAND ARE DESIGNED AND BUILT IN JAPAN BUT ENGINEERS FROM THE THAI DIVISION GOT THE GREEN LIGHT ON A PAIR OF 650 FOURS. WE RIDE THE FAIRED CBR650F



fittings on this CBR; there's no traction control or engine modes, no ride-by-wire throttle, no aluminium frame or radial brakes, and no great adjustability to suspension. About the only real concession to modern technology is the underslung muffler, looking a bit like something off a MotoGP bike. Pity it doesn't sound like one; as with so many inline fours fitted to modern cars, there's lots of whirring but little that you might describe as stirring. Still, at least it isn't raucous.

So think of this then as your entry-level mid-sized sports bike at an affordable price. Want something that's purposely not as hard-edged as a supersport 600 but is still capable of reasonable haste and won't cripple you on longer rides? That's what the CBR650F is all about. As Honda says, it's 'the relaxed side of sporty'.

We were impressed with an introductory ride of the \$13,995 CB650F late last year, mainly because it just didn't seem to set a foot wrong and that's rare in a budget big bike. Usually such machines have something that's standout awful about the suspension and/or the brakes, or a weight problem but not in this case. The petal-style discs with their conventional calipers

ABOVE - It might not look it but the riding position is quite upright for a sports bike
RIGHT - Flash looking swing arm. Plenty of ground clearance here; we didn't get to grind the hero blobs on the footpegs





ABOVE - Just a hint of the CB400/4-like exhaust pipe headers
BELOW - Stubby wee underslung exhaust is quickly becoming the norm



(and ABS standard) stopped the bike well and that's also true of the R version. An unusual feature in a budget-oriented machine is hand span lever adjustability, which is appreciated. The suspension seemed to offer a good mix of ride comfort and cornering (st)ability, and the bike simply felt right fun to ride.

The major difference between this and the R version is the addition of a fairing which offers more than a little wind protection and, as a result of this, a sportier riding position created by the move to clip-on handlebars. Think supersports head down, bum up riding position and you're not even close; those used to wrist or neck pain riding hardcore sports bikes will consider this a doddle. You're upright enough to be able to crane your neck backwards to see

what's coming, something that's much harder to do on a track bike. Those tiring of the demands placed upon them by their midsize supersport machine might get a kick out of the CBR650. A more urban-friendly sports riding position you couldn't possibly imagine.

But it's the more friendly nature of the engine that will impress those looking for something less demanding. No, it won't rev to the moon and back like the RR will, but peak power of 64kW (86bhp) arrives at 11,000rpm. That's roughly 14bhp down on the Hornet. However, for an all-rounder you really want lots of torque to be developed at modest revs. And this doesn't

ABOVE - Friendly engine. Box occasionally reluctant to upshift but given the meagre mileage that's probably going to improve

disappoint in that regard, which the Hornet kind of did. There's 63Nm available at 8000rpm, and practically speaking that means good pull in top gear from about 90km/h (4000rpm) onwards. Gearing is excellent, with 4500rpm corresponding to an indicated 100km/h. Wind the throttle on in top gear and it pulls cleanly and with interest across the midband. Ease back to 100 and instant fuel consumption reads in the low 4.0L/100km region. With over 17L of fuel in the tank, the CBR should manage around 300km before needing to refuel.

Honda CBR650F

Price \$14,495

0-100 km/h 3.95s

80-120 km/h 2.11s (59.4m)

100-0 km/h 42.50m

Speedo error 95 at an indicated 100km/h

Engine Capacity 649cc

Format Liquid-cooled, fuel injected inline four

Max power 74.5kW@7500rpm

Max torque 98Nm@5900rpm

Cylinder head dohc/16 valve

Gearbox 6-speed constant mesh

Drivetrain chain final drive

Suspension front

41mm telescopic fork, unadjustable

Suspension rear

Monoshock, preload adjustable

Brakes front twin 320mm discs, twin-piston caliper, ABS

Brakes rear single 240mm disc, single-piston caliper, ABS

Stability systems ABS

Wheels and Tyres Dunlop Sportmaxx D222

Tyres front 120/70ZR17

Tyres rear 180/55ZR17

Wheelbase 1450mm

Seat height 810mm

Rake/trail 25.5°/101mm

Fuel capacity 17.3L

Measured weight 213kg

Weight bias f-109kg, r-104kg

Verdict Not quite the top end fizz of the Hornet, but in some ways a more practical replacement with hearty torque delivered down low, great economy, ABS brakes and a fairing. It's priced right too.

Rating ★★★★★★☆☆





BELOW - Brakes are nothing special in a parts sense but function well, with ABS standard fit, as it should be on a bike with a sports bent

CBR650F

FOR AN ALL-ROUNDER YOU REALLY WANT LOTS OF TORQUE TO BE DEVELOPED AT MODEST REVS. AND THIS DOESN'T DISAPPOINT



LEFT - Nice, legible instruments with everything you'd want present, including instantaneous fuel consumption, and gear indicator



It might not be replete with high tech gadgetry but what's fitted doesn't feel budget either. As we said, the brakes have surprising bite, and another aspect that's unusual on an inexpensive offering is decent rubber. When we collected the bike, it had just 80km on the two trip meters, and clearly this was from a run down the motorway for the sidewalls were unmarked. Under usual time pressure, we had to get the bike shot on the same day and it was starting to rain. Nice. But Honda had suggested the Dunlop Sportmaxx D222s were pretty good.

After a brief downpour we made our way to one of our regular photography corners, which was all but dry, and I proceeded to run the bike through a few times to test edge grip. A few wee slides but nothing heartstopping. Within a few passes, the knee slider was touching down, and I was in a mild state of disbelief. You don't expect rubber to be anything better than passable on an inexpensive middleweight bike but this was surpassing expectations.

The only other opportunity we had to ride the bike was in the aftermath of cyclone Ofa when it was windy as all hell, yet it had no great effect on the bike's stability. A quick performance test en route confirmed this is not quite as racy as the Hornet, down about 0.3sec 0-100, posting four seconds flat. But unlike the 600, it pulls with vigour down low, as designed, and trundles around the burbs at 50km/h in sixth gear no worries at all. At highway speeds it is vibe- and fuss-free, and from roughly 6000rpm it heads purposely for the 11,500 redline. There's enough grunt to hoist the front wheel in first gear too. With its steel frame it weighs in at 213kg

but that's comfortably less than Suzuki's GSX650F and it feels more lithe in turns. Because everything works so well, right down to mirrors and instruments, it's overall a fun, fulfilling ride, as happy in town as out.

Currently the lighter, quicker, less expensive MT-09, a naked bike, sets the middleweight standard in terms of excitement for dollars spent. At \$13,999 it is without question the highwater bang-for-buck benchmark in the middleweight stakes. But it has no fairing, and this does, making them much of a muchness on price, and this gets ABS standard, whereas it's coming as a cost option on the MT-09. If you're wanting to step up from a LAMS machine, or you're sick of the less glamorous aspects of riding a sports bike and are ready for the "relaxed side of sporty", the CBR600F may well appeal. It might not thrill like some, but it's a good honest motorcycle that meets its design aims admirably. **EC**

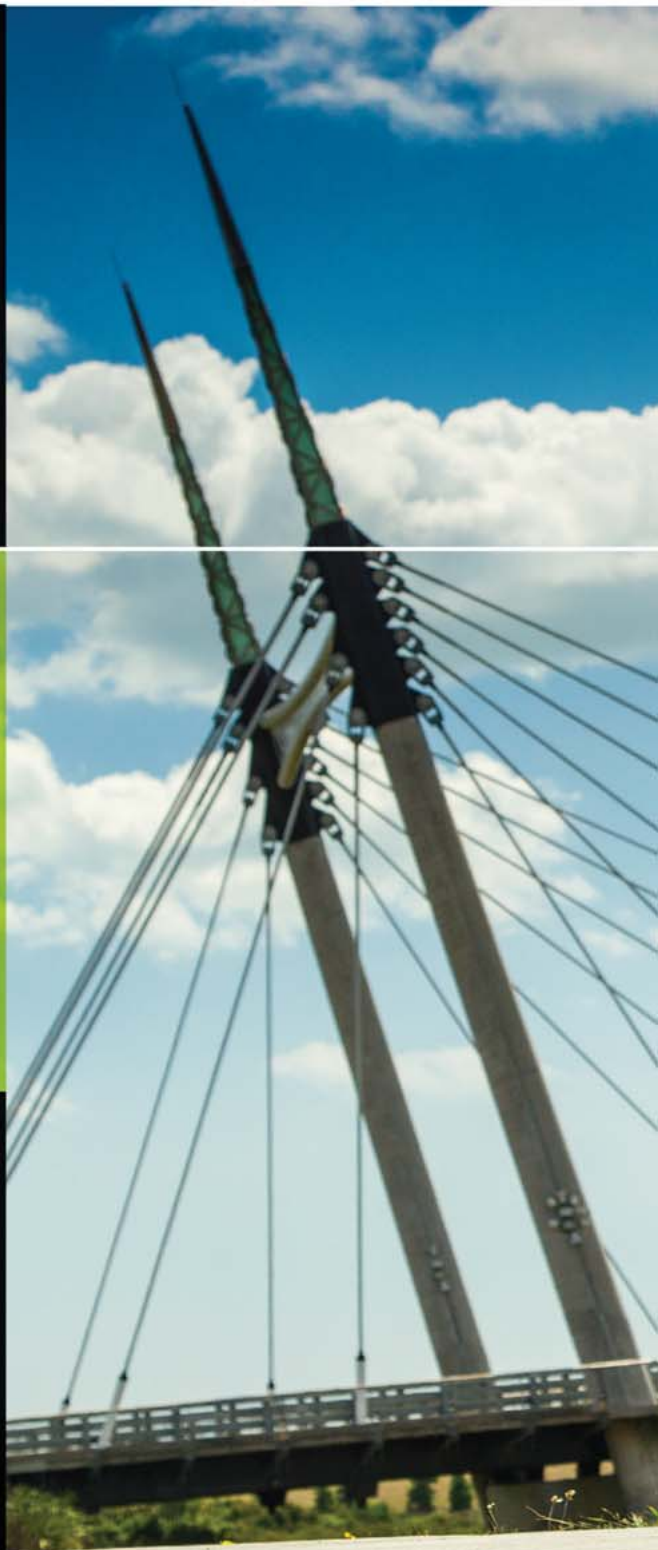
bikes



THRICE AS NICE

IT HAS BEEN DONE BEFORE, A THREE-WHEELED SCOOTER, BUT NEVER AT THE PRICE OF A 125CC MACHINE. MEET TRICITY. NO, NOT AN ELECTRIC SCOOTER, BUT A THREE-WHEELED WONDER

Words **Peter Louison** Photos **Tom Gasnier**



We don't normally test scooters, but this is different. Why, because it's another three-wheeler? Partly. It's called the Yamaha Tricity, and it has some significant differences from three-trackers already on the market.

There are essentially two types of three-wheel vehicle. The first is a trike which can have one wheel at the front and two at the back, as in the old-school Beetle-engined trike, or two up front and one out back, as in the Can-Am Spyder. Neither type leans, so they're not really considered to be motorcycles.

And then there's another type of three-wheeler, like the MP3, pioneered by Piaggio.



Three-wheeled scooters aren't new but getting them at a small price premium to entry-level 125cc scooters certainly is

This you might think of as a scooter with two front wheels. It rides just like a scooter, leaning through corners, and it falls over if you don't put your feet down...unless you activate its lock-lever which freezes the front suspension so you can sit upright at stoplights, feet up. However, it's an expensive piece of engineering, and the 300cc version costs nearly \$12,000 here. Also, it's registered as a motorcycle, at least until recently.

The Tricity is different, falling under LE2 licensing laws and is viewed by the authorities LTSA/NZTA as a Motor Tri-cycle. Under LE2/Class 7 laws, a "tricycle" is seen as a "passenger vehicle registered as a car"

providing it displays a license plate on both the front and the rear. The Tricity comes with a license plate holder at the rear and Yamaha supplies an aftermarket front item to fulfil legal requirements. Have to say that a car plate on the front of a bike looks weird. However, it may be ridden on a car licence, and so you don't have to go through the rigmarole of getting a motorcycle licence, a definite advantage. It also means you're not limited to a moped if you want to ride. Another advantage is that cost of initial registration, six months licencing and WOF for an LE2 vehicle is \$291.38, much less than for a motorcycle of 60-600cc.

Talking expenses, another Tricity benefit is purchase cost. The MP3 runs a 300cc engine and will easily cruise on the motorway at 100km/h but it costs \$11,990. The Tricity has a Taiwanese-sourced 125cc engine that will allow motorway use but 100-110km/h is essentially the peak of its speed range. It's RRP is \$4490. By the by, in Europe it costs 4000 Euros, and in the UK £3500. That makes it a veritable bargain here. So unless you're doing mainly motorway work, or need lots of scooter performance, the Tricity clearly gets the three-wheeler scooter value prize.

You can buy similar sized Aprilia and Piaggio scooters for around \$3800, a Honda

THE EXTRA GRIP OF TWO FRONT WHEELS INSTILLS A GREATER FEELING OF CONFIDENCE, WHILE ADDED STABILITY IS ALWAYS APPRECIATED



PCX150 costs the same amount as a Tricity, while a 125cc Yamaha BeeWee costs \$4299. Any Vespa around this size typically costs around three grand more.

Kazuhisa Takano, the Tricity's project leader (and the former head of the Yamaha's MotoGP programme!) sought to offer scooter dynamics that were superior to regular offerings. Or as he put it, "more fun for the urban rider". The Tricity features a tilting parallelogram front suspension geometry (dubbed Leading Multi Wheel mechanism) which is similar to that of the Piaggio MP3, but without the locking device which Yamaha saw as "overcomplicating, adding weight and offering no real benefit". Moreover, the Tricity uses four fork tubes, two per wheel, where the MP3 uses coil-over shocks. The front pair are forks, acting independently (!), and the rear pair are "guides". Yamaha claims this system maintains a consistent distance between the two front wheels, making the front end feel natural, bike-like during cornering. Except that the extra grip of two front wheels instills a greater feeling of confidence, while added stability is always appreciated, especially for exploring handling limits. Many scooters run a 12-inch front wheel, whereas this pair is 14-inches in diameter, helping with bump absorption. The wheels are close enough together that the width of the machine (735mm) is no greater than a regular scooter's, permitting lane splitting. The other advantage to two front wheels is that one can mount a gutter while the other stays on road, making kerb hopping safer.

After riding the Tricity for only a short time it is apparent the theoretical benefits do translate. How many scooters do you get to touch down anywhere? Not many, if any. It's a first for me, the centrestand eventually scraping either side when leaned over a wee ways.

We've a newish 125cc scooter at home, but it's killing itself doing 100 on the motorway. This has a liquid-cooled, fuel-injected 125cc engine, producing 11hp and 10.3Nm, and that's just enough to permit motorway work. With two front wheels, you really notice the added stability at this speed. It's also easy to manoeuvre, with a tight turning radius and feels light(ish) too, though weighs about 25kg more than a conventional 125cc. That makes it just a hair slower on acceleration, but there's enough grunt to blow off (most) cars if you're at the head of a queue.

It's comfy enough to ride, though the suspension is hardly plush, especially at the rear with its 12-inch wheel, but brakes are a bit special, despite not having ABS functionality. They're strong because there's three of them, two discs up front, one behind. Hit the left brake lever, and it activates the rear brake with some frontal assistance; the right lever is frontal only. Both together and it outbrakes a regular scooter, with its extra pads, rotor and rubber. Lift the seat and there's room for a full-face helmet beneath, thanks to a bin and an underseat cutaway. The main instrument is clear, with a big digital speedo, and hard-to-shift fuel gauge. Expect roughly 35km/L.

After riding this, I'd be hard pressed advising aspiring scooter owners to go for only two wheels. People raved about the MP3 but Yamaha has replicated its benefits for under half the price, and given it costs much the same as a midrange 125cc scooter that makes this not only a bargain but a benchmark. If you ever had the itch for an inexpensive city scooter, scratch it with Tricity. It might initially look a bit odd, but it's the safe, sensible and smart choice for inexpensive urban mobility. **EC**



ABOVE - Digital instrument has all the data you might need. Speedo even reads out three figures at times. BELOW - How to stop 'em tampering with the ignition. There's a simple to operate steering head lock as well



Yamaha Tricity

Price \$4495

0-100 km/h Not tested

Engine Capacity 124.8cc

Format Liquid-cooled fuel-injected single

Max power 8.1kW (11hp)@9000rpm

Max torque 10.3Nm@5500rpm

Cylinder sohc/2 valve

Gearbox CVT

Drivetrain belt final drive

Suspension front Telescopic fork

Suspension rear Twin shocks

Brakes front Dual discs, 220mm

Brakes rear Single 238mm disc

Stability systems A third wheel

Tyres front 90/80R14

Tyres rear 110/90R12

Wheelbase 1310mm

Seat height 780mm

Fuel capacity 6.6L

Measured weight 154kg

Weight bias FR-38kg, FL-38kg, R-78kg

Verdict The Tricity is Yamaha's take on a modern scooter, its dual front wheels offering added grip and braking power, extra stability. Classified as LE2, so can be ridden on a car licence, and rego is cheaper. Priced right too.

Rating ★★★★★★



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NEW CAR MARKET



New Premises Showcase Swedish Style

A new state of the (coffee) art Volvo Showroom opened in Greenlane recently, on the back of an 80 per cent lift in new vehicle volume for the company last year. The showroom reflects the “new brand vision and focus for the company”, according to Volvo NZ’s GM, Steve Kenchington. “It provides a great brand experience and a perfect backdrop for the new vehicles we have coming through during the next three years, beginning with the new XC90 arriving in July”.

The building was opened by Volvo senior vice president, Alain Visser, who aims to re-establish Volvo as serious contender in the luxury car market. Featuring Scandinavian design, the concept was to create a setting where the cars can be viewed in a modern urban environment. ‘The Street’ area is where the cars are

displayed and the ‘Living Room’ is a place to enjoy a traditional Scandinavian welcome.

The new showroom not only houses Volvo’s entire product range but also showcases Swedish culture, with items like crystal glassware by Orrefors (the same company designed the crystal gear lever in the XC90). Visitors will be treated to Swedish Fika, a tradition of coffee and a cinnamon bun.

Kenchington said “we expect the new showroom will encourage more people to visit, take a look at what Volvo is about and take one for a spin.” Research suggests those who test drive a Volvo typically want to buy it.

The incoming XC90 SUV flagship features a wagon-like exterior design, a minimalist dashboard, comprehensive safety features as standard, a twin-charged four-cylinder engine, and seven seats. **EC**

Three newbies name their price

Starting at the top, the Mercedes-AMG GT S will kick off at \$275,000, with the special Edition 1 variant adding \$20k when they arrive in July. The “Edition 1” adds an aerodynamic package in black, a carbon fibre roof, 10-spoke light-alloy wheels, black nappa leather interior, and performance seats and steering wheel.

Ford has announced that its new Mustang range, arriving later this year, will range in price from \$57k for the 233kW/432Nm 2.3-litre EcoBoost Fastback auto to \$77k for the automatic 303kW/525Nm V8 GT 5.0-litre Convertible. The manual V8

GT is available in Fastback only and will cost \$71,990, the same price as the auto, while the 2.3 convertible is \$62k.

Finally, while it didn’t have an exactly auspicious start, delayed because of braking issues, the Thai-sourced Suzuki Celerio has arrived sporting a four-star ANCAP rating. The Alto/Splash replacement is priced from \$15,990 (\$17,500 for CVT).

It’s bigger than the Alto, with more luggage space (245L), and improved leg and headroom inside. Power comes from a 50kW/90Nm 998cc triple that consumes fuel at a rate of 4.7L/100km overall. **EC**

Model	\$ Manual	\$ Automatic	Power (kW)	Torque (Nm)	Cylinders/capacity	Alloys	Weight (kg)	0-100 km/h	Claimed Fuel Use (L/100km)	Issue tested
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alfa romeo.co.nz										
MiTo Progression	32,990	35,990	99	230	4/1368	7	—	8.2	5.6	—
MiTo Distinctive	—	38,990	99	230	4/1368	7	—	8.2	5.6	—
MiTo QV	42,990	—	125	250	4/1368	7	1256*	7.90*	6.0	10/10
Giulietta Progression	36,990	39,990	125	250	4/1368	6	1383*	7.99*	6.0	07/14
Giulietta Distinctive	—	43,990	125	250	4/1368	6	1441*	8.38*	6.0	02/15
Giulietta JTD Distinctive	—	47,990	125	350	4/1956	6	1535*	7.9	4.5	—
Giulietta QV	55,990	59,990	177	340	4/1750	6	1458*	6.10*	7.0	01/15

aston martin.co.nz										
Vantage V8	197,000	205,000	313	470	8/4735	4	1630	4.9	13.9	—
Vantage Roadster V8	212,000	220,000	313	470	8/4735	4	1710	4.9	13.9	—
Vantage V8 S	—	217,000	321	490	8/4735	4	1628*	4.89*	12.9	07/11
Vantage V8 S Roadster	—	232,000	321	490	8/4735	4	1690	—	12.9	07/11
Vantage V12 S	—	320,000	380	570	12/5935	4	1680*	4.55*	16.3	01/15
DB9	—	315,000	335	570	12/5935	4	1785*	5.08*	—	02/05
DB9 Volante	—	325,000	335	570	12/5935	4	1886	5.5	—	—
DB9 Carbon Edition	—	330,000	335	570	12/5935	4	1780	—	—	—
DBS Volante	—	445,000	365	570	12/5935	4	1890	4.6	—	—
Rapide S	—	329,000	350	600	12/5935	6	2032*	5.27*	14.9	01/11
Vanquish	—	430,000	421	600	12/5935	6	1780*	4.54*	14.4	03/13
Vanquish Volante	—	455,000	421	600	12/5935	6	1800	—	—	—

audi.co.nz										
A1 sportback 1.4 TFSI	—	40,800	90	200	4/1390	6	1211*	9.15*	5.3	07/12
A1 sportback 1.4 TFSI Sport	—	43,300	90	200	4/1390	6	1215	9.0	5.3	—
A1 sportback 1.4 TFSI Sport Plus	—	48,900	136	250	4/1390	6	1215	7.0	5.9	—
A3 sportback 1.4 TFSI	—	48,400	90	200	4/1395	6	1195	9.3	5.0	—
A3 sportback 1.4 TFSI Sport	—	51,900	90	200	4/1395	6	1195	9.3	5.0	—
A3 sportback 2.0 TDI Sport	—	55,900	110	320	4/1968	6	1423*	8.40*	4.5	07/13
A3 sportback 1.8 TFSI Sport	—	55,900	132	250	4/1798	6	1250	7.3	5.6	—
A3 sedan 2.0 TDI Sport	—	62,000	110	320	4/1968	6	1340	8.2	4.5	—
A3 sedan 1.8 TFSI	—	62,000	132	250	4/1798	6	1295	7.3	5.6	—
A4 1.8 TFSI	—	69,900	125	320	4/1798	8	—	8.3	5.8	—
S3 sportback	—	79,990	221	380	4/1984	6	1475	4.9	6.9	—
S3 sedan	—	86,000	221	380	4/1984	6	1450	4.9	6.9	—
A4 2.0 TDI quattro	—	75,400	130	380	4/1968	8	—	7.9	5.3	—
A4 2.0 TFSI quattro	—	79,900	155	350	4/1984	8	—	6.5	7.0	—
A4 3.0 TDI quattro	—	104,500	180	500	6/2967	8	—	5.9	5.7	—
A4 1.8 TFSI avant	—	73,900	125	320	4/1798	8	—	8.4	6.0	—
A4 2.0 TDI quattro avant	—	79,400	130	380	4/1968	8	—	8.0	5.5	—
A4 2.0 TFSI quattro avant	—	83,900	155	350	4/1984	8	—	6.6	7.1	—
A4 3.0 TDI quattro avant	—	108,500	180	500	6/2967	8	—	6.1	5.9	—
S4 3.0 TFSI quattro	—	113,900	245	440	6/2995	8	—	5.0	8.1	—
S4 3.0 TFSI quattro avant	—	117,900	245	440	6/2995	8	—	5.1	8.4	—
A4 allroad 2.0 TDI quattro	—	83,900	130	380	4/1968	8	1737*	8.06*	6.0	04/13
RS 4 avant	—	156,000	331	430	8/4136	8	1795	4.46*	10.7	01/13
A5 Sportback 2.0 TFSI quattro	—	86,300	155	350	4/1984	6	1683*	7.30*	7.5	04/10
A5 Sportback 3.0 TDI quattro	—	109,500	176	500	6/2967	6	1804*	5.80*	6.6	10/12
A5 2.0 TFSI cabriolet	—	103,750	155	350	4/1984	6	1735	7.3	7.7	—
S5 Sportback 3.0 TFSI quattro	—	118,900	245	440	6/2995	6	1755	5.4	9.4	—
S5 3.0 TFSI quattro cabriolet	—	128,200	245	440	6/2995	6	1950*	5.02*	9.7	11/09
S5 3.0 TFSI quattro	—	124,900	245	440	6/2995	6	—	4.9	8.1	—
RS 5 4.2 FSI quattro	—	165,900	331	430	8/4163	6	1807*	4.56*	10.8	11/10
TT	—	91,800	169	370	4/1984	6	1314*	6.49*	6.3	04/15
TT roadster	—	96,800	169	370	4/1984	6	1350	5.9	6.3	—
TTS	—	122,900	228	380	4/1984	6	1385	4.6	6.8	—
TTS roadster	—	127,900	228	380	4/1984	6	1470	4.6	6.8	—
A6 3.0 TDI quattro	—	119,900	150	450	6/2967	8	1813*	6.78*	5.7	10/11
A6 allroad BITDI quattro	—	147,900	230	650	6/2967	8	1910	5.6	6.7	—
A6 3.0 BITDI quattro	—	139,900	230	650	6/2967	8	1790	5.1	6.4	—
S6 4.0 TFSI quattro	—	156,800	309	550	8/3993	8	—	4.6	9.6	—
A6 allroad 3.0 TDI quattro	—	128,800	150	450	6/2967	8	1877*	7.15*	6.1	11/12
A6 3.0 BITDI quattro	—	144,900	230	650	6/2967	8	1855	5.1	6.4	—
S6 4.0 TFSI quattro avant	—	161,800	309	550	8/3993	8	2004*	4.28*	9.7	01/13
RS 6 quattro avant	—	198,000	412	700	8/3993	8	2035*	3.65*	9.8	01/14
A7 Sportback 3.0 BITDI quattro	—	151,700	230	650	6/2967	6	1850	5.3	6.4	—
S7 Sportback 4.0 TFSI quattro	—	169,900	309	550	8/3993	6	1945	4.7	9.6	—
RS 7 Sportback quattro	—	209,900	412	700	8/3993	8	1920	3.9	9.8	—
Q3 1.4 TSI	—	59,900	110	250	4/1395	6	1405	8.9	6.2	—
Q3 2.0 TDI quattro	—	72,500	130	380	4/1968	6	1621	7.44*	5.9	—
RS Q3 2.5 TFSI quattro	—	104,900	228	420	5/2480	8	1704*	5.09*	8.8	05/14
Q5 2.0 TDI quattro	—	89,900	125	350	4/1968	6	1730	9.83*	6.7	08/09
Q5 3.0 TDI quattro	—	108,900	176	500	6/2967	6	2012*	7.43*	7.5	03/09
SQ 5 3.0 BITDI quattro	—	125,500	230	650	6/2967	6	2016*	5.30*	6.8	07/13
Q7 3.0 TDI quattro	—	105,000	176	500	6/2967	8	2433*	8.61*	10.5	12/06
Q7 4.2 TDI quattro S line	—	143,900	240	760	8/4134	8	2450	6.77*	11.1	—
A8 3.0 TDI quattro	—	184,700	184	550	6/2967	8	—	6.1	6.4	—
A8L 3.0 TDI quattro	—	194,700	184	550	6/2967	8	—	6.2	6.6	—
A8 4.2 TDI quattro	—	225,000	258	800	8/4134	8	2147*	5.79*	7.6	01/11
A8L 4.2 TDI quattro	—	235,000	258	800	8/4134	8	2045	5.6	7.8	—
S8 4.0 TFSI quattro	—	224,000	382	650	8/3993	8	—	4.2	10.2	—
R8 V8 quattro	—	245,000	316	430	8/4163	6	1585	4.3	12.4	—

Model	\$ Manual	\$ Automatic	Power (kW)	Torque (Nm)	Cylinders/ capacity	Airbags	Weight (kg)	0-100 km/h	Claimed Fuel Use (L/100km)	Issue tested
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R8 V10 Plus quattro	—	325,000	404	540	10/5204	6	1669*	3.63*	12.9	07/13
R8 V10 Spyder quattro	—	317,000	386	530	10/5204	6	1745	3.8	13.3	—

auckland.bentleymotors.com										
Continental GT V8	—	325,000	373	660	8/3993	6	2295	4.7	10.6	—
Continental GTC V8	—	360,000	373	660	8/3993	6	2495	4.8	10.9	—
Continental GT V8S	—	365,000	388	680	8/3993	6	2295	4.5	10.7	—
Continental GTC V8S	—	395,000	388	680	8/3993	6	2470	4.56*	11.1	11/14
Continental GT W12	—	365,000	423	700	12/5998	6	2320	4.5	14.5	—
Continental GTC W12	—	395,000	423	700	12/5998	6	2495	4.7	14.9	—
Continental GT Speed	—	395,000	467	823	12/5998	6	2320	4.2	14.5	—
Continental GTC Speed	—	450,000	467	823	12/5998	6	2495	4.4	14.9	—
Flying Spur V8	—	335,000	373	660	8/3993	6	2417	5.2	10.9	—
Flying Spur Speed W12	—	365,000	460	800	12/5998	6	2475	4.6	14.7	—
Mulsanne	—	550,000	376	1020	8/6750	8	2585	5.3	16.9	—

bmw.co.nz										
116i hatch	—	49,800	100	220	4/1598	6	1365	8.5	5.7	—
118i hatch	—	56,600	125	250	4/1598	6	1370	7.4	5.9	—
118d hatch	—	57,800	105	320	4/1995	6	1420	8.9	4.5	—
125i	—	65,700	160	310	4/1995	6	1459*	6.36*	6.6	08/12
M135i	—	86,900	235	450	6/2979	6	1518*	4.85*	7.5	06/13
218i Active Tourer	—	51,900	100	220	3/1499	6	1455*	9.04*	5.1	01/15
218d Active Tourer	—	62,900	110	330	4/1995	6	1485	8.9	4.4	—
220i	—	71,700	135	270	4/1997	6	1457*	7.15*	6.0	06/14
M235i	—	104,800	240	450	6/2979	6	1540*	4.87*	7.6	08/14
320i	—	74,700	135	270	4/1997	6	1500	7.6	6.2	—
320d	—	75,300	135	380	4/1995	6	1530*	7.62*	4.4	05/12
328i	—	88,900	180	350	4/1997	6	1557*	5.88*	6.3	11/13
330d	—	103,400	190	560	6/2993	6	1615	5.6	4.9	—
335i	—	107,400	225	400	6/2979	6	1581*	5.41*	7.2	06/12
318d touring	—	78,200	105	320	4/1995	6	1575	9.2	4.7	—
320i xDrive touring	—	84,200	135	270	4/1997	6	1650	7.7	6.6	—
320d xDrive touring	—	84,800	135	380	4/1995	6	1660	7.7	5.1	—
328i	—	94,400	180	350	4/1997	6	1633*	6.33*	6.5	04/13
330d xDrive touring	—	112,900	190	560	6/2993	6	1772*	5.43*	5.4	08/13
320i Gran Turismo xDrive	—	95,700	135	270	4/1997	6	1560	8.71*	6.2	05/14
M3	159,900	159,900	317	550	6/2979	6	1635*	4.50*	8.3	01/15
428i coupe	—	98,400	180	350	4/1997	6	1470	5.8	6.4	—
435i coupe	—	126,900	225	400	6/2979	6	1634*	5.25*	7.4	12/13
428i convertible	—	120,600	180	350	4/1997	6	1700	6.4	6.7	—
435i M Sport convertible	—	149,200	225	400	6/2979	6	1750	5.5	7.7	—
428i Gran Coupe	—	99,800	180	350	4/1997	6	1605	6.0	6.4	—
435i Gran Coupe M Sport	—	127,900	225	400	6/2979	6	1676*	5.28*	7.6	08/14
M4	169,900	169,900	317	550	6/2979	6	1635*	4.50*	8.3	10/14
535i	—	132,000	225	400	6/2979	6	1700	6.1	8.4	—
530d	—	132,600	190	540	6/2993	6	1790	6.0	5.3	—
550i	—	169,500	300	600	8/4395	6	2005*	5.28*	10.4	08/10
M5	—	210,900	423	680	8/4395	6	1978*	4.35*	9.9	01/14
650i coupe	—	219,000	300	600	8/4395	4	1966*	5.20*	10.5	11/11
M6	—	267,800	412	680	8/4395	6	1919*	4.30*	9.9	03/13
650i convertible	—	233,000	300	600	8/4395	4	2079*	5.12*	10.7	05/11
M6 convertible	—	279,800	412	680	8/4395	6	1930	4.3	10.3	—
650i Gran Coupe	—	227,000	330	650	8/4395	6	2019*	5.06*	8.6	11/12
M6 Gran Coupe	—	275,600	412	680	8/4395	6	1950	4.2	9.9	—
730d	—	193,700	180	540	6/2993	6	1963*	6.65*	7.2	03/10
750i	—	235,700	300	600	8/4395	6	2112*	5.44*	11.4	04/09
750Li	—	245,700	327	600	8/4395	6	2055	5.3	11.4	—
760Li	—	358,700	400	750	12/5972	6	2272*	4.93*	13.0	12/10
Z4 sDrive20i	—	87,750	135	270	4/1997	6	1395	6.9	6.8	—
X1 sDrive18d	—	67,000	105	200	4/1995	6	1480	9.6	4.9	—
X1 sDrive20i	—	70,400	135	270	4/1997	6	1485	7.4	6.9	—
X1 sDrive20d	—	72,400	130	350	4/1995	6	1589*	7.60*	5.3	12/12
X1 xDrive20d	—	78,400	130	350	4/1995	6	1650	8.4	5.8	—
X3 xDrive20d	—	91,350	135	380	4/1995	8	1847*	8.75*	5.6	04/11
X3 xDrive30d	—	111,950	190	560	6/2993	8	1875	6.2	6.0	—
X4 xDrive20d	—	99,500	140	400	4/1995	8	1820	8.0	5.2	—
X4 xDrive35d	—	129,900	230	630	6/2993	8	1890	5.5	6.0	09/14
X5 xDrive25d	—	112,500	160	450	4/1995	6	2115	8.2	5.8	—
X5 xDrive30d	—	129,500	190	560	6/2993	6	2145	6.9	6.2	—
X5 xDrive40d	—	148,500	230	630	6/2993	6	2185	5.9	6.3	—
X5 M50d	—	174,500	280	740	6/2993	6	2416*	5.32*	6.7	02/14
X6 xDrive30d	—	139,500	180	540	6/2993	6	2150	7.5	7.4	—
X6 xDrive40d	—	152,500	225	600	6/2993	6	2283*	6.56*	7.5	01/11
X6 xDrive M50d	—	180,500	280	740	6/2993	6	2328*	5.28*	7.7	02/15
i3	—	83,500	125	250	2/650	6	1401*	7.92*	0.6	02/15
i8	—	278,000	266	—	3/1499	6	1485	4.4	2.1	01/15

NB: BMW includes all On Road Costs in its Drive-Away pricing. For more details refer to bmw.co.nz

cheryauto.co.nz										
Δ J1	12,990	—	62	122	4/1300	2	1040	—	6.7	—
Δ J3	16,990	—	87	147	4/1597	6	1350	—	8.9	—
Δ J11	21,990	23,990	102	182	4/2000	2	1375	—	8.9	—



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chrysler.co.nz										
300S	—	62,990	210	340	6/3604	6	1828	7.40*	9.7	06/14
300C SRT8 Core	—	74,990	347	631	8/6424	6	1979	4.8	13.0	09/13
300C SRT8	—	87,990	347	631	8/6424	6	1979	4.91*	13.0	09/12
Grand Voyager	—	69,990	120	360	4/2776	6	2124	—	8.4	—
Grand Voyager Ltd	—	84,990	120	360	4/2776	6	2240	—	8.4	—

citroën.co.nz										
C3 Seduction	23,490	—	60	118	3/1199	6	1050	12.3	4.6	—
C3 Seduction VTi	—	25,990	88	160	4/1598	6	1164	10.9	6.6	—
C3 Exclusive VTi	—	28,990	88	160	4/1598	6	1164	10.9	6.6	—
C4 Seduction VTi 88kW	—	28,990	88	160	4/1598	6	1273	11.9	7.0	—
C4 Exclusive VTi 88kW	—	31,490	88	160	4/1598	6	1273	11.9	7.0	—
C4 Cactus	33,990	—	81	205	3/1199	6	1020	9.3	4.7	—
C4 Cactus HDi	—	35,990	68	230	4/1560	6	1189*	14.02*	3.6	03/15
C4 Picasso Seduction	—	38,990	120	240	4/1598	6	1447*	9.40*	5.6	03/15
C4 Grand Picasso Seduction	—	42,990	110	370	4/1997	6	—	9.7	4.5	—
C4 Grand Picasso Intensive	—	49,990	110	370	4/1997	6	1684*	10.07*	4.5	07/14
C4 Aircross Seduction 4x2	—	36,990	110	197	4/1997	7	1395	10.2	7.9	—
C4 Aircross Exclusive 4x2	—	38,990	110	197	4/1997	7	1414*	10.53*	7.9	06/13
C4 Aircross Exclusive 4x4	—	43,990	110	197	4/1997	7	1460	10.9	8.1	—
C5 Exclusive HDi 120kW	—	54,990	120	340	4/1997	9	1722*	9.42*	7.1	08/10
C5 Exclusive HDi Tourer 120kW	—	57,990	120	340	4/1997	7	—	11.8	7.1	—
DS3 D Style 88kW	—	36,990	88	160	4/1598	6	1171*	10.89*	7.0	01/11
DS3 D Sport 115kW	38,990	—	115	240	4/1598	6	1165	7.3	6.7	—
DS3 D Style Cabrio 88kW	—	40,990	88	160	4/1598	6	1220	10.9	6.7	—
DS3 D Sport Cabrio 115kW	—	42,990	115	240	4/1598	6	1250	7.3	6.7	—
DS4 DStyle 120kW	—	44,990	120	240	4/1598	6	—	9.4	7.7	—
DS4 D Sport 147kW	48,990	—	147	275	4/1598	6	—	7.9	6.4	—
DS5 D Sport	—	59,990	115	240	4/1598	8	1570*	9.83*	7.3	06/13
DS5 D Sport HDi	—	59,990	120	340	4/1997	8	1704	9.8	6.1	—

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Journey SXT	—	41,990	206	342	6/3604	6	1750	8.3	10.4	—
Journey R/T	—	51,990	206	342	6/3604	6	1775	8.3	10.4	—

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California T	—	501,247	412	755	8/3855	4	1833*	3.75*	10.5	03/15
458 Italia	—	534,000	425	540	8/4499	4	1485	3.3	13.7	—
458 Italia Spider	—	585,000	425	540	8/4499	4	1430	3.4	11.8	—
FF	—	635,000	492	683	12/6262	4	1880	3.7	15.4	—
F12berlinetta	—	693,100	545	690	12/6262	4	1525	3.1	15.1	—

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Model		\$ Manual	\$ Automatic	Power (kW)	Torque (Nm)	Cylinders/ capacity	Airbags	Weight (kg)	0-100 km/h	Claimed Fuel Use (L/100km)	Issue tested
Mondeo LX hatch	—	43,340	118	208	4/2261	7	1699	—	9.3	—	—
Mondeo LX wagon	—	44,840	118	208	4/2261	7	1788	—	9.3	—	—
Mondeo Diesel LX hatch	—	46,340	120	340	4/1997	7	1806	—	5.6	—	—
Mondeo Diesel LX wagon	—	47,840	120	340	4/1997	7	1806	—	5.6	—	—
Mondeo EcoBoost Zetec hatch	—	48,340	149	300	4/1999	7	—	—	8.0	—	—
Mondeo Diesel Zetec hatch	—	50,340	120	340	4/1997	7	1754	—	5.6	—	—
Mondeo EcoBoost Titanium hatch	—	53,340	149	300	4/1999	7	1655	7.85*	8.0	11/11	—
Mondeo Diesel Titanium hatch	—	55,340	120	340	4/1997	7	1673*	9.53*	5.6	05/11	—
Falcon XR6	—	54,340	195	391	6/3984	6	1748	—	9.5	—	—
Falcon XR6 Turbo	—	59,340	270	533	6/3984	6	1793	—	11.7	—	—
Falcon XR8	69,990	69,990	195	391	6/3984	6	1833*	5.12*	13.6	03/15	—
Falcon G6E	—	54,340	195	391	6/3984	6	1755	—	9.5	—	—
Falcon G6E Turbo	—	59,340	270	533	6/3984	6	1804	—	11.7	—	—
Falcon XR6 Ute	—	46,340	195	391	6/3984	2	1762	—	9.5	—	—
Mustang Fastback Ecoboost	—	56,990	233	432	4/2261	6	1598	5.6	—	—	—
Mustang Convertible Ecoboost	—	61,990	233	432	4/2261	4	1678	5.6	—	—	—
Mustang Fastback GT	71,990	71,990	303	525	8/4951	6	1680	4.5	—	—	—
Mustang Convertible GT	—	76,990	303	525	8/4951	4	1765	4.5	—	—	—
Kuga Ambiente EcoBoost	—	39,990	134	240	4/1596	7	1682	—	7.7	—	—
Kuga Trend EcoBoost	—	43,990	134	240	4/1596	7	1682	—	7.7	—	—
Kuga Trend Diesel	—	45,990	120	340	4/1997	7	1707	—	6.2	—	—
Kuga Titanium EcoBoost	—	52,990	134	240	4/1596	7	1721*	10.50*	7.7	08/13	—
Kuga Titanium Diesel	—	54,990	120	340	4/1997	7	1750*	9.91*	6.2	07/13	—
Territory TX RWD	—	49,990	195	391	6/3984	7	2002	—	10.6	—	—
Territory TX AWD Diesel	—	59,990	140	440	6/2710	7	2142	—	8.2	—	—
Territory TS RWD	—	54,990	195	391	6/3984	7	2011	—	10.6	—	—
Territory TS RWD Diesel	—	59,990	140	440	6/2710	7	2072	—	8.2	—	—
Territory TS AWD Diesel	—	64,990	140	440	6/2710	7	2144	—	8.8	—	—
Territory Titanium RWD	—	59,990	195	391	6/3984	7	2011	—	10.6	—	—
Territory Titanium AWD Diesel	—	69,990	140	440	6/2710	7	2160*	10.17*	9.0	07/11	—
Ranger super cab 4x2 XL	40,640	—	147	470	5/3199	7	1921	—	8.4	—	—
Ranger super cab 4x2 XLT	—	47,340	147	470	5/3199	7	2001	—	8.9	—	—
Ranger double cab 4x2 XL	43,040	45,040	147	470	5/3199	7	1944	—	8.9	—	—
Ranger double cab 4x2 XLT	46,540	48,540	147	470	5/3199	7	2052	—	8.9	—	—
Ranger super cab 4x4 XL	53,140	—	147	470	5/3199	7	2044	—	8.9	—	—
Ranger super cab 4x4 XLT	—	57,440	147	470	5/3199	7	2112	—	8.9	—	—
Ranger double cab 4x4 XL	54,440	56,440	147	470	5/3199	7	1929	—	8.9	—	—
Ranger double cab 4x4 XLT	59,040	61,040	147	470	5/3199	7	2139*	10.89*	8.9	—	—
Ranger double cab 4x4 Wildtrak	64,640	66,640	147	470	5/3199	7	2233	—	9.4	—	—

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△ V240 d/cab 4x2	24,990	—	100	200	4/2378	2	1660	—	10.7	—	—
△ V240 d/cab 4x4	27,990	—	100	200	4/2378	2	1780	—	10.7	—	—
△ V200 double cab 4x2	26,990	—	105	320	—	2	—	—	8.3	—	—
△ V200 double cab 4x4	29,990	—	105	320	—	2	—	—	8.3	—	—
△ X240	28,990	—	100	200	4/2378	2	1805	—	10.3	—	—
X200	31,990	34,990	105	310	4/1996	2	1890	—	9.2	—	—



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Barina Spark CD	16,990	—	59	107	4/1206	6	—	—	5.6	—	—
Barina Spark CDX	18,490	—	59	107	4/1206	6	985*	13.27*	5.6	01/11	—
Barina CD hatch	22,990	24,990	85	155	4/1598	6	—	—	6.7	—	—
Barina CDX hatch	—	26,990	85	155	4/1598	6	—	—	6.4	—	—
Barina CD sedan	—	24,990	85	155	4/1598	6	—	—	6.7	—	—
Barina RS hatch	26,490	27,990	103	200	4/1364	6	1276	9.54*	6.5	01/14	—
Trax LS	—	32,990	103	175	4/1796	6	1356	—	7.0	—	—
Trax LTZ	—	35,490	103	175	4/1796	6	1392*	10.57*	7.6	12/13	—
Cruze 1.8 Equipe	—	30,990	104	175	4/1796	6	1492	—	7.4	—	—
Cruze 1.4 Turbo Equipe	—	32,990	103	200	4/1364	6	1426	—	6.8	—	—
Cruze 2.0d Equipe	—	35,990	120	360	4/1991	6	—	—	6.7	—	—
Cruze 1.8 CDX	—	33,490	104	175	4/1796	6	1409	—	7.4	—	—
Cruze 1.6 Turbo SRI-V	—	39,490	132	230	4/1598	6	1493	—	7.9	—	—
Cruze 1.8 Equipe hatch	—	30,990	104	175	4/1716	6	—	—	7.0	—	—
Cruze 2.0d Equipe hatch	—	35,990	120	360	4/1991	6	—	—	6.7	—	—
Cruze 1.6 Turbo SRI hatch	—	36,490	132	230	4/1598	6	1502*	8.88*	7.9	07/13	—
Cruze 1.6 Turbo SRI-V hatch	—	39,490	132	230	4/1598	6	—	—	7.9	—	—
Cruze sportwagon CD	—	32,490	104	176	4/1716	6	—	—	—	—	—
Cruze sportwagon CDX	—	34,990	104	176	4/1716	6	1482*	12.48*	7.5	02/13	—
Cruze sportwagon CD CRDi	—	37,490	120	360	4/1991	6	—	—	—	—	—
Malibu CD	—	42,900	123	225	4/2384	6	1583	—	8.0	—	—
Malibu CDX	—	45,900	123	225	4/2384	6	1621*	9.43*	8.0	09/13	—
Malibu CD CRDi	—	45,400	117	350	4/1956	6	1672*	9.17*	6.4	10/13	—
Malibu CDX CRDi	—	48,400	117	350	4/1956	6	1684	—	6.5	—	—
Captiva 5 LT 4x2	36,990	38,490	123	230	4/2384	6	1681	—	9.1	—	—
Captiva 5 LT 4x4 CRDi	—	43,490	135	400	4/2231	6	1886	—	8.5	—	—
Captiva 5 LTZ 4x2	—	41,490	123	230	4/2384	6	1681	—	9.1	—	—
Captiva 5 LTZ 4x4 CRDi	—	46,490	135	400	4/2231	6	1886	—	8.5	—	—
Captiva 7 LS 4x2	—	40,490	123	230	4/2384	6	1750	—	9.1	—	—
Captiva 7 LT 4x4	—	49,490	190	288	6/2997	6	1885	—	11.3	—	—
Captiva 7 LTZ 4x4	—	54,490	190	288	6/2997	6	1902*	9.47*	11.3	07/11	—
Captiva 7 LS 4x2 CRDi	—	44,490	135	400	4/2231	6	1851	—	8.1	—	—
Captiva 7 LT 4x2 CRDi	—	51,490	135	400	4/2231	6	1944*	9.98*	8.3	09/11	—
Captiva 7 LTZ 4x2 CRDi	—	56,490	135	400	4/2231	6	1948	—	8.3	—	—
Commodore Evoke	—	49,990	185	290	6/2997	6	1622	—	8.3	—	—
Commodore SV6	—	55,490	210	350	6/3564	6	1685	—	9.0	—	—
Commodore SS	—	61,490	260	517	8/5967	6	1744	—	11.5	—	—

Model

\$ Manual

\$ Automatic

Power (kW)

Torque (Nm)

Cylinders/
capacity

Airbags

Weight (kg)

0-100 km/h

Claimed
Fuel Use (L/100km)

Issue tested

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Commodore SSV	—	68,990	260	517	8/5967	6	1754	—	11.5	—
Commodore SSV Redline	—	74,490	260	517	8/5967	6	1780	—	11.8	—
Calais V6	—	58,490	210	350	6/3564	6	1702	—	9.0	—
Calais V V6	—	66,490	210	350	6/3564	6	1724*	6.96*	9.0	09/13
Calais V V8	—	72,490	260	517	8/5967	6	1778	—	11.7	—
Commodore Evoke Sportwagon	—	52,490	185	290	6/2997	6	1717	—	8.6	—
Commodore SV6 Sportwagon	—	57,990	210	350	6/3564	6	1776	—	9.3	—
Commodore SSV Sportwagon	—	71,490	260	517	8/5967	6	1849	—	11.7	—
Commodore SSV Sportwagon Redline	—	76,990	260	517	8/5967	6	1851	—	11.8	—
Calais V Sportwagon V6	—	68,990	210	350	6/3564	6	1808	—	9.3	—
Calais V Sportwagon V8	—	74,990	260	517	8/5967	6	1866	—	11.7	—
SV6 ute	—	48,990	210	350	6/3564	6	1681	—	9.0	—
SS ute	—	54,990	260	530	8/5967	6	1733	—	11.5	—
SSV ute	—	59,490	260	530	8/5967	6	1749	—	11.5	—
SSV Redline ute	62,990	—	270	530	8/5967	6	1729*	5.33*	11.8	10/13
SSV Redline ute	—	62,990	260	517	8/5967	6	1753	—	11.8	—
Caprice V6 LPG	—	74,990	180	320	6/3564	6	—	—	12.1	—
Caprice V8	—	79,990	260	530	8/5967	6	1851	—	11.7	—
Volt	—	85,000	111	370	n.a.	8	1719*	9.82*	n.a	12/12
Colorado crew cab 4x2 LX	44,490	—	147	440	4/2776	6	—	—	7.6	—
Colorado crew cab 4x2 LT	45,990	—	147	440	4/2776	6	—	—	7.6	—
Colorado crew cab 4x2 LT	—	47,990	147	500	4/2776	6	—	—	8.8	—
Colorado crew cab 4x2 LTZ	49,990	—	147	440	4/2776	6	—	—	7.9	—
Colorado crew cab 4x2 LTZ	—	51,990	147	500	4/2776	6	—	—	8.9	—
Colorado space cab 4x4 LTZ	58,490	—	147	440	4/2776	6	—	—	7.9	—
Colorado crew cab 4x4 LX	54,490	—	147	440	4/2776	6	—	—	7.9	—
Colorado crew cab 4x4 LT	57,990	—	147	440	4/2776	6	—	—	7.9	—
Colorado crew cab 4x4 LT	—	59,900	147	500	4/2776	6	—	—	9.0	—
Colorado crew cab 4x4 LTZ	59,990	—	147	440	4/2776	6	—	—	8.1	—
Colorado crew cab 4x4 LTZ	—	61,990	147	500	4/2776	6	2155*	9.98*	9.1	04/14
Colorado 7 4x4 LT	—	62,990	147	500	4/2776	6	—	—	9.2	—
Colorado 7 4x4 LTZ	—	66,990	147	500	4/2776	6	—	—	9.2	—

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ClubSport	83,890	85,390	317	550	8/6162	6	1755	—	12.6	—
ClubSport R8	92,890	94,390	325	550	8/6162	6	1771*	4.88*	12.6	09/13
Maloo	79,890	81,390	317	550	8/6162	6	1753	—	12.6	—
Maloo R8	87,890	89,390	325	550	8/6162	6	1787	—	12.6	—
ClubSport R8 tourer	93,890	95,390	325	550	8/6162	6	1834	—	12.6	—
Senator Signature	105,990	105,990	340	550	8/6162	6	1852*	4.92*	12.6	07/14
Grange	—	110,990	340	570	8/6162	6	1838	—	12.9	—
GTS	122,990	125,290	430	760	8/6162	6	1902*	4.13*	15.7	12/13

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Jazz S	—	23,700	73	119	4/1317	6	1039	—	5.1	—
Jazz RS	25,500	26,900	97	155	4/1496	6	1085*	8.99*	5.3	09/14
Jazz RS Sport	27,000	28,400	97	155	4/1496	6	1050	—	5.3	—
Jazz RS Ltd	28,500	29,990	97	155	4/1496	6	1050	—	5.3	—
Jazz RS Mugen	29,500	30,900	97	155	4/1496	6	1050	—	5.3	—
Civic S	—	33,900	104	174	4/1798	6	1245	—	6.7	—
Civic S Sport	—	36,400	104	174	4/1798	6	1245	—	6.7	—
Civic LN	—	39,990	114	190	4/1998	6	1290	—	7.5	—
Civic LN Sport	—	42,490	114	190	4/1998	6	1290	—	7.5	—
Euro Civic S	29,900	34,900	104	174	4/1798	6	1267*	9.07*	6.4	08/12
Euro Civic S Ltd	30,900	35,900	104	174	4/1798	6	1307	—	6.4	—
Euro Civic L	—	38,900	104	174	4/1798	6	1342	10.82*	6.6	10/12
Euro Civic L Ltd	—	39,900	104	174	4/1798	6	1342	—	6.6	—
Insight SN	—	36,900	72	167	4/1339	6	1178	12.6	4.3	—
Accord Euro SN	43,700	47,200	148	234	4/2354	6	1555	—	8.5	—
Accord Euro LN	—	51,000	148	234	4/2354	6	1595	—	8.5	—
Accord Euro Tourer LN	—	53,200	148	234	4/2354	6	1640	—	8.5	—
Accord S	—	45,900	129	225	4/2356	6	1530	—	7.9	—
Accord LN	—	49,900	129	225	4/2356	6	1564*	9.60*	8.1	03/15
Accord LN Sport	—	53,400	129	225	4/2356	6	1567	—	8.1	—
Accord NT	—	55,000	129	225	4/2356	6	1565*	9.44*	8.1	08/13
Accord V6NT	—	60,000	206	339	6/3471	6	1669*	6.54*	9.2	11/13
Accord V6NT Sport	—	63,500	206	339	6/3471	6	1667	—	9.2	—
CRV SN 2WD	—	39,900	114	190	4/1998	6	1460	—	7.7	—
CRV N	—	42,900	140	222	4/2354	6	1540	—	6.9	—
CRV Sport 2WD	—	46,900	140	222	4/2354	6	1533	—	7.7	—
CRV Sport	—	49,800	140	222	4/2354	6	1629	—	8.7	—
CRV Sport NT	—	54,900	140	222	4/2354	6	1629	—	8.7	04/15
Odyssey S	—	45,500	129	225	4/2356	6	1768	—	7.6	—
Odyssey L	—	52,900	129	225	4/2356	6	1854*	11.52*	7.8	02/15
CRZ LN	42,000	42,000	100	190	4/1497	6	1154*	9.21*	5.0	02/12
CRZ LN Sport	44,100	44,100	100	190	4/1497	6	1174	—	5.0	—
CRZ LN Mugen	47,000	47,000	100	190	4/1497	6	1174	—	5.0	—

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i20 GL	24,990	25,990	73	136	4/1396	6	1061	—	6.0	—
i20 L4	25,990	26,990	73	136	4/1396	6	1125*	12.47*	6.0	07/11
Accent hatch 1.6	28,990	31,990	91	156	4/1591	6	1140	—	6.4	—
Accent hatch 1.6 Elite	—	35,990	91	156	4/1591	6	1140	—	6.4	—

i30 1.8	31,990	35,990	110	178	4/1797	7	1225	—	6.5	—
i30 1.6 CRDi	—	39,990	94	260	4/1582	7	1366*	10.30*	4.5	09/11
i30 1.8 Elite	—	39,990	110	178	4/1797	7	1240	—	6.9	—
i30 1.6 CRDi Elite	—	43,990	94	260	4/1582	7	1310	—	5.6	—
i30 2.0 Elite	—	43,990	129	209	4/1990	7	1343*	8.42*	7.5	07/14
i30 wagon 1.6	36,490	37,990	88	156	4/1591	7	1350	—	6.7	—
i30 wagon CRDi	40,490	41,990	94	260	4/1582	7	1452*	11.32*	4.5	05/13
Elantra	—	35,990	110	176	4/1797	6	1220	—	7.1	—
Elantra Elite	—	39,990	110	176	4/1797	6	1220	—	7.1	—
Elantra Elite Ltd	—	43,990	110	176	4/1797	6	1297*	9.73*	7.1	09/11
Veloster Elite	—	44,990	103	167	4/1591	6	1265	—	6.4	—
Veloster Turbo	49,990	49,990	150	265	4/1591	6	1355*	7.65*	6.8	—
Sonata	—	45,990	138	241	4/2359	6	1500	—	8.3	—
Sonata Elite	—	49,990	138	241	4/2359	6	1568*	8.87*	8.3	03/15
Sonata 2.0 Turbo Elite Ltd	—	55,990	180	350	4/1998	6	1560	9.0*	9.2	04/15
i40 2.0	—	42,990	130	213	4/1999	9	1441	—	7.5	—
i40 1.7 CRDi	—	46,990	100	320	4/1685	9	1507	—	5.6	—
i40 1.7 CRDi Elite	—	51,990	100	320	4/1685	9	1609*	10.45*	6.0	05/13
i40 wagon	—	44,990	130	213	4/1999	9	1441	—	7.5	—
i40 wagon1.7 CRDi	—	48,990	100	320	4/1685	9	1514	—	5.6	—
i40 wagon 2.0 Elite	—	49,990	130	213	4/1999	9	1595	—	7.7	—
i40 wagon1.7 CRDi Elite	—	53,990	100	320	4/1685	9	1659	—	6.0	—
i40 wagon1.7 CRDi Elite Ltd	—	59,990	100	320	4/1685	9	1659	—	6.0	—
ix35 2.0 4x2	—	39,990	122	205	4/1998	6	1485	—	8.4	—
ix35 2.0 4x2 Elite	—	43,990	122	205	4/1998	6	1485	—	8.4	—
ix35 2.4	—	44,990	130	240	4/2359	6	1585	—	9.8	—
ix35 2.4 Elite	—	48,990	130	240	4/2359	6	1585	—	9.8	—
ix35 2.0R CRDi	—	50,990	135	392	4/1995	6	1636	—	7.2	—
ix35 2.4 Elite Ltd	—	52,990	130	240	4/2359	6	1585	—	9.8	—
ix35 2.0R CRDi Elite	—	54,990	135	392	4/1995	6	1636	—	7.2	—
ix35 2.0R CRDi Elite Ltd	—	58,990	135	392	4/1995	6	1643*	8.85*	7.2	09/10
Santa Fe	—	57,990	141	242	4/2359	7	1727	—	9.0	—
Santa Fe 7 seater	—	59,990	141	242	4/2359	7	1727	—	9.0	—
Santa Fe CRDi	—	63,990	145	436	4/2199	7	1831	—	7.3	—
Santa Fe CRDi 7 seater	—	65,990	145	436	4/2199	7	1831	—	7.3	—
Santa Fe Elite 7 seater	—	67,990	141	242	4/2359	7	1727	—	9.0	—
Santa Fe V6 4x2 7 seater	—	67,990	199	318	6/3342	7	1715	—	9.0	—
Santa Fe CRDi Elite 7 seater	—	73,990	145	436	4/2199	7	1951*	9.09*	7.3	05/13
Santa Fe CRDi Elite Limited 7 seater	—	79,990	145	436	4/2199	7	1831	—	7.3	—
Genesis	—	99,990	232	397	6/3778	9	2022*	6.86*	11.2	03/15



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XF 2.0 i4 SE	—	75,000	177	340	4/1999	6	1660	7.90	6.2	—
XF 2.0 i4 Luxury	—	90,000	177	340	4/1999	6	1780*	7.21*	6.2	03/13
XF 2.2D Luxury	—	90,000	140	450	4/2179	6	1829*	8.42*	5.4	05/12
XF 3.0D S Luxury	—	115,000	202	600	6/2720	6	1905*	6.63*	6.3	04/12
XF Sportbrake 2.2D Luxury	—	95,000	147	450	4/2179	6	1824	8.8	5.2	—
XF Sportbrake 3.0D S Luxury	—	120,000	202	600	6/2993	6	1880	6.6	6.1	—
XFR	—	160,000	375	625	8/5000	6	1975*	4.61*	11.3	06/13
XFR-S	—	185,000	405	680	8/5000	6	1977*	4.50*	11.6	10/14
F-Type coupe	—	125,000	250	450	6/2995	4	1577	5.3	8.8	—
F-Type S coupe	—	140,000	280	460	6/2995	4	1724*	4.78*	9.1	10/14
F-Type R coupe	—	185,000	404	680	8/5000	4	1790*	4.38*	11.1	09/14
F-Type convertible	—	140,000	250	450	6/2995	4	1710*	5.42*	9.0	05/14
F-Type S convertible	—	155,000	280	460	6/2995	4	1614	4.9	9.1	—
F-Type V8 S convertible	—	180,000	364	625	8/5000	4	1794*	4.04*	11.1	09/13
XK coupe	—	175,000	283	515	8/5000	4	1660	5.5	11.2	—
XK convertible	—	190,000	283	515	8/5000	4	1696	5.6	11.2	—
XK R coupe	—	195,000	375	625	8/5000	4	1850*	4.70*	12.3	11/09
XK R convertible	—	210,000	375	625	8/5000	4	1800	4.8	12.3	—
XKR-S coupe	—	260,000	405	680	8/5000	4	1753	4.4	12.3	—
XKR-S convertible	—	275,000	405	680	8/5000	4	1850	4.8	12.3	—
XJ 3.0D Premium Luxury	—	155,000	202	600	6/2720	6	1895*	7.15*	7.0	11/10
XJR	—	220,000	405	680	8/5000	6	1945*	4.27*	11.6	10/14

THE BEST SONATA?



In case you missed the news, the Hyundai i45 is dead, and the Sonata is back. The medium car segment may not be the hotbed of retail activity it once was but Hyundai is giving it a lash with a three-model range, topped by the Elite Limited.

It's at the pricey end of the scale at \$55,990 but comes suitably loaded, adding items like a memory function for the electric leather seats, which also pick up a cooling function, there's a full panoramic sunroof, Xenon auto-levelling headlights and blind spot monitors. Still no sat nav however but it does gain a new 2.0-litre turbo, adding some power and torque to the Sonata mix, with peak outputs measuring 180kW and 350Nm made from 1400rpm.

In town, the turbo moves the Sonata with more conviction than the 2.4 thanks to a healthier serving of low-to-mid range torque. Those who remember their old 3.3-litre V6 Sonata from a decade ago will likely find it appealing. Especially as it does it without all the associated tyre squeal and understeer of the former machine. It's a bit easier on the gas too, rated at 9.2L/100km, but it's not all that flash compared with the modern competition.

Hyundai has improved the dynamic game of its mid-sizer considerably, the Sonata vastly better down winding roads than the old i45, particularly the steering. It sorts the bumps well too, while retaining its refinement. The turbo does stretch the ability of the chassis, however, with some torque steer under duress, and the rear end gets lively under braking. As per usual for Hyundai, the brakes

aren't up to much when given a workout. The Sport protocols for the auto aren't all that sporty either, though the throttle does become a tad livelier. It's more of a cruiser then, which it does well but then so does the 2.4. So we have to wonder about whether the Limited is worth the extra \$6000?

We suspect possibly not, for performance testing of the turbo version revealed it was no quicker than the 2.4, clocking 0-100km/h in 8.9sec and 80-120km/h in 6.0sec. We can only surmise the ambient temperatures were deemed to be too high by the ECU for outright performance, or the wrong gas was in the fuel tank as the engine felt strangled when it tried to surpass the 4000rpm mark. Given where the torque lies, it didn't really have an effect on the day-to-day drive experience, however.

Overall the Sonata does impress as it looks after the sedan buyer's needs by being big, comfy and generally quiet. It has the must-have convenience items too, although the blind spot warning system is too conservative; it warns you not to change lanes when there's heaps of room to squeeze across, at least for an Auckland. While the interior design isn't all that inspired, the exterior is well conceived, being more restrained than the overtly flashy i45 it replaces.

While the Sonata is a thoroughly good car, there are lots of more versatile rigs around the \$50K mark, like the Outback for example. But then sedan stalwarts won't want to hear about that, and the Sonata is a good buy for these types. But we'd say save the six large and buy the 2.4 Elite instead. **EC**

Model	\$ Manual	\$ Automatic	Power (kW)	Torque (Nm)	Cylinders/capacity	Airbags	Weight (kg)	0-100 km/h	Claimed Fuel Use (L/100km)	Issue tested
Grand Cherokee Laredo CRD	—	73,990	184	570	6/2987	9	2267	8.2	7.5	—
Grand Cherokee Ltd V6	—	80,990	210	347	6/3604	9	2169	8.3	10.4	—
Grand Cherokee Ltd CRD	—	85,990	184	570	6/2987	9	2334*	7.92*	7.5	10/13
Grand Cherokee Ltd V8	—	83,990	259	520	8/5654	9	2302	7.3	14.1	—
Grand Cherokee Overland	—	93,990	210	347	6/3604	9	2169	8.3	10.4	—
Grand Cherokee Overland CRD	—	98,990	184	570	6/2987	9	2327	8.2	7.5	—
Grand Cherokee Overland V8	—	96,990	259	520	8/5654	9	2329	7.3	13.0	—
Grand Cherokee SRT8	—	109,990	344	624	8/6424	9	2443*	5.06*	14.0	08/14

KIA		kia.co.nz								
Picanto LX ISG	18,590	—	64	123	4/1250	6	967*	10.71*	4.3	10/11
Picanto LX	—	18,990	64	123	4/1250	6	870	—	5.3	—
Picanto EX	—	20,990	64	123	4/1250	7	870	—	5.6	—
Rio LX ISG	22,490	—	80	137	4/1396	6	1119*	11.13*	5.3	06/12
Rio LX diesel ISG	24,990	—	66	220	4/1396	6	1219*	11.64*	3.6	08/12
Rio LX	—	23,490	80	137	4/1396	6	1093	—	6.4	—
Rio EX	—	25,790	80	137	4/1396	6	1179*	14.07*	6.4	11/11
Soul EX	—	29,990	95	157	4/1591	6	1245	12.5	8.2	—
Soul SX	—	33,490	95	157	4/1591	6	1245	12.5	8.2	—
Soul SX 2.0	—	35,490	115	195	4/1999	6	1267	10.2	8.4	—
Cerato hatch LX	—	29,990	110	178	4/1797	6	1293	—	7.1	—
Cerato hatch EX	—	33,490	110	178	4/1797	6	1293	—	7.1	—
Cerato hatch SX satnav	—	37,490	110	178	4/1797	6	1319*	11.12*	7.1	12/13
Cerato sedan LX	—	29,990	110	178	4/1797	6	1243	—	7.1	—
Cerato sedan EX	—	33,490	110	178	4/1797	6	1243	—	7.1	—
Cerato sedan SX satnav	—	37,490	110	178	4/1797	6	1314*	9.75*	7.1	09/14
Cerato sedan SX 2.0 sedan satnav	—	40,490	129	209	4/1999	6	1342*	9.30*	7.4	07/13
Cerato Koupe SX	—	42,490	150	265	4/1591	6	1373*	7.70*	8.0	04/14
pro_ceed GT	43,990	—	150	265	4/1591	6	1373*	7.68*	7.4	05/13
Optima LX	—	43,990	148	250	4/2359	6	1478	—	7.9	—
Optima EX	—	46,990	148	250	4/2359	6	1478	—	7.9	—
Optima Ltd Satnav	—	52,490	148	250	4/2359	6	1578*	9.72*	7.9	05/14
Carens	—	37,990	122	213	4/1999	6	1541*	9.62*	7.9	09/13
Carnival V6 Ltd	—	51,990	202	343	6/3470	6	1996	—	10.9	—
Carnival R Ltd	—	55,990	143	429	4/2199	6	—	—	8.1	—
Sportage Urban 2.0 LX 4x2	—	34,240	122	205	4/1999	6	1580	—	8.4	—
Sportage Urban 2.0 EX 4x2	—	38,240	122	205	4/1999	6	1580	—	8.4	—
Sportage Urban 2.0 Ltd 4x2	—	44,490	122	205	4/1999	6	1580	—	8.4	—
Sportage 2.0 EX	—	42,490	122	205	4/1999	6	1580	—	8.6	—
Sportage 2.0 Ltd satnav	—	48,490	122	205	4/1999	6	1327*	10.18	8.6	08/14
Sportage R LX CRDi	—	44,240	135	392	4/1995	6	1664*	8.50*	7.2	02/15
Sportage R EX CRDi	—	48,490	135	392	4/1995	6	1712	—	7.2	—
Sportage R Ltd CRDi satnav	—	54,490	135	392	4/1995	6	1712	—	7.2	—
Sorento LX	—	49,990	130	227	4/2359	6	1693	—	9.9	—
Sorento R LX CRDi	—	55,990	145	436	4/2199	6	1817	—	7.8	—
Sorento Ltd Urban	—	60,990	204	335	6/3342	6	1831	—	9.9	—
Sorento R EX CRDi	—	61,990	145	445	4/2199	6	1817	—	7.8	—
Sorento R LTD CRDi	—	67,990	145	445	4/2199	6	1817	—	7.8	—
Sorento R Premium CRDi	—	70,990	145	445	4/2199	6	1941*	9.04*	7.8	01/13

lamborghini.co.nz		LAMBORGHINI								
Huracan LP 610-4	—	418,000	449	560	10/5204	4	1636*	3.37*	12.5	04/15
Aventador LP 700-4	—	675,000	515	690	12/6498	7	1575	3.30*	16.0	05/12
Aventador LP 700-4 Roadster	—	729,000	515	690	12/6498	7	1625	3.0	16.0	—

LAND ROVER		land rover.co.nz								
Defender 90 SW	63,000	—	90	360	4/2401	—	1886*	16.78*	—	02/08
Defender 110 pick up	66,500	—	90	360	4/2401	—	1884	—	—	—
Defender 110 SW	66,000	—	90	360	4/2401	—	2041	—	—	—
Defender 130 pick up	66,500	—	90	360	4/2401	—	2120	—	—	—
Freelander 2 SD4	—	65,000	140	420	4/2179	7	1775	9.4	7.0	—
Discovery 4 TDV6 SE	—	90,000	140	440	6/2720	8	—	12.7	10.2	—
Discovery 4 SDV6 HSE	—	110,000	183	600	6/2993	8	2610*	9.25*	9.3	02/10
Range Rover Evoque TD4 Pure	—	73,000	110	400	4/2179	6	1715	9.6	6.5	—
Range Rover Evoque TD4 Pure Tech	—	78,750	110	400	4/2179	6	1715	9.6	6.5	—
Range Rover Evoque TD4 Dynamic	—	89,000	110	400	4/2179	6	1715	9.6	6.5	—
Range Rover Evoque Si4 Pure	—	78,000	177	340	4/1999	6	1670	7.6	8.7	—
Range Rover Evoque Si4 Pure Tech	—	83,750	177	340	4/1999	6	1670	7.6	8.7	—
Range Rover Evoque Si4 Dynamic	—	94,000	177	340	4/1999	6	1670	7.6	8.7	—
Range Rover Sport TDV6 SE	—	125,000	190	600	6/2993	8	2115	7.6	7.3	—
Range Rover Sport SDV6 HSE	—	140,000	215	600	6/2993	8	2115	7.2	7.5	—
Range Rover Sport SDV6 Autobiography	—	155,000	215	600	6/2993	8	2115	7.2	7.5	—
Range Rover Sport SDV8 HSE	—	155,000	250	700	8/4367	6	2360	6.9	8.7	—
Range Rover Sport SDV8 HSE Dynamic	—	160,000	250	700	8/4367	6	2360	6.9	8.7	—
Range Rover Sport Supercharged HSE	—	170,000	375	625	8/5000	8	2463*	4.90*	13.8	03/14
Range Rover Sport S/C Autobiography	—	185,000	375	625	8/5000	8	2310	5.3	13.8	—
Range Rover TDV6 HSE	—	160,000	190	600	6/2993	8	2421*	8.28*	7.5	—
Range Rover TDV6 Vogue	—	170,000	190	600	6/2993	8	2160	7.9	7.5	—
Range Rover SDV8 Vogue	—	180,000	250	700	8/4367	8	2597*	7.24*	8.7	04/13
Range Rover SDV8 Vogue SE	—	205,000	250	700	8/4367	8	2360	6.9	8.7	—
Range Rover SDV8 Autobiography	—	220,000	250	700	8/4367	8	2360	6.9	8.7	—
Range Rover Supercharged Vogue SE	—	210,000	375	625	8/5000	8	2330	5.4	13.8	—
Range Rover Supercharged Autbio	—	225,000	375	625	8/5000	8	2330	5.4	13.8	—

Model	\$ Manual	\$ Automatic	Power (kW)	Torque (Nm)	Cylinders/ capacity	Airbags	Weight (kg)	0-100 km/h	Claimed Fuel Use (L/100km)	Issue tested
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CT200h	—	49,995	73	142	4/1798	7	1465	10.3	4.1	—
CT200h F Sport	—	59,995	73	142	4/1798	7	1465	11.24*	4.1	09/14
CT200h Ltd	—	69,995	73	142	4/1798	7	1465*	11.90*	4.1	06/11
IS250	—	72,990	153	252	6/2500	10	1555	8.1	9.2	—
IS250 F Sport	—	83,990	153	252	6/2500	10	1627*	8.02*	9.2	11/13
IS250 Ltd	—	86,500	153	252	6/2500	10	1555	8.1	9.2	—
IS300h	—	79,990	133	221	4/2494	10	1635	8.5	4.9	—
IS300h F Sport	—	90,990	133	221	4/2494	10	1635	8.5	4.9	—
IS300h Ltd	—	91,500	133	221	4/2494	10	1635	8.5	4.9	—
IS350	—	94,995	233	378	6/3500	10	1638*	6.59*	9.7	10/13
IS350 F Sport	—	104,990	233	378	6/3500	10	1640	5.9	9.7	—
IS350 Ltd	—	107,500	233	378	6/3500	10	1640	5.9	9.7	—
ES300h	—	79,990	118	213	4/2494	10	1630	8.5	5.5	—
ES300h Ltd	—	93,990	118	213	4/2494	10	1665	8.5	5.5	—
ES350	—	93,990	204	346	6/3456	10	1630	7.4	9.5	—
ES350 Ltd	—	107,990	204	346	6/3456	10	1665	7.4	9.5	—
GS250	—	105,000	154	253	6/2500	10	1720	8.8	9.3	—
GS300h	—	110,500	133	221	6/2500	10	1735	—	5.2	—
GS300h F Sport	—	118,500	133	221	6/2500	10	1820	—	5.2	—
GS350	—	120,500	233	378	6/3456	10	1650	6.3	9.7	—
GS350 F Sport	—	128,500	233	378	6/3456	10	1740	6.3	9.7	—
GS350 Ltd	—	140,500	233	378	6/3456	10	1740	6.3	9.7	—
GS450h	—	137,000	252	352	6/3456	10	1881	6.07*	6.3	08/12
GS450h F Sport	—	145,000	252	352	6/3456	10	1910	6.1	6.3	—
GS450h F Sport Ltd	—	156,000	252	352	6/3456	10	1910	6.1	6.3	—
LS460	—	193,000	285	493	8/4608	12	2080	6.54*	11.1	—
LS460 F Sport	—	203,000	285	493	8/4608	12	2085*	6.61*	11.1	05/13
LS460 Ltd	—	213,000	285	493	8/4608	12	2020	5.9	11.1	—
LS600hL	—	262,000	290	520	8/4969	12	2340	5.7	8.6	—
RC350 F Sport	—	122,500	233	378	6/3456	8	1740	6.3	9.4	—
RC350 Ltd	—	125,500	233	378	6/3456	8	1740	6.3	9.4	—
RC-F	—	159,900	351	530	8/4969	8	1860	4.5	10.9	—
NX300h 4x2	—	81,900	145	210	4/2494	8	1835	9.3	5.6	—
NX300h F-Sport	—	95,990	145	210	4/2494	8	1895	9.3	5.7	—
NX300h Ltd	—	95,990	145	210	4/2494	8	1893*	9.00*	5.7	01/15
NX200t 4x2	—	79,900	175	350	4/1998	8	1790	7.3	7.7	—
NX200t	—	84,900	175	350	4/1998	8	1860	7.1	7.9	—
NX200t F Sport	—	94,900	175	350	4/1998	8	1860	7.1	7.9	—
NX200t Ltd	—	94,900	175	350	4/1998	8	1860	7.1	7.9	—
RX350	—	89,990	204	346	6/3456	8	1975	8.0	10.8	—
RX350 F Sport	—	96,990	204	346	6/3456	8	1975	8.0	10.8	—
RX350 Ltd	—	105,990	204	346	6/3456	8	2085	8.0	10.8	—
RX450h SE	—	113,990	220	n.a.	6/3456	8	2110	7.8	6.4	—
RX450h F Sport	—	115,990	220	n.a.	6/3456	8	2110	7.8	6.4	—
RX450h Ltd	—	123,990	220	n.a.	6/3456	8	2205	7.8	6.4	—
LX570	—	191,000	270	530	8/5663	14	2740	7.98*	14.5	07/12

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Elise	86,990	—	100	160	4/1598	2	876	6.5	6.3	—	—
Elise S	96,990	—	162	250	4/1798	2	924	4.6	7.5	—	—
Exige S	131,990	—	258	400	6/3456	2	1176	4.0	10.1	—	—
Evora 2+2	129,990	145,990	206	350	6/3456	2	1383	5.0	9.3	—	—
Evora S 2+2	153,990	165,990	258	400	6/3456	2	1437	4.6	9.9	—	—


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Ghibli	—	129,990	243	500	6/2979	7	1810	5.6	9.6	—	—
Ghibli D	—	131,990	202	600	6/2987	7	1835	6.3	5.9	—	—
Ghibli S	—	149,990	301	550	6/2979	7	1810	5.0	10.4	—	—
GranTurismo Sport auto	—	218,200	338	520	8/4691	6	1880	4.8	15.5	—	—
GranTurismo Sport MC supershift	—	227,200	338	520	8/4691	6	1930*	4.9	14.3	02/09	—
GranTurismo MC Stradale	—	345,000	338	520	8/4691	4	1770	4.5	14.4	—	—
GranCabrio	—	239,400	331	510	8/4691	6	1980	5.2	14.5	—	—
GranCabrio Sport	—	243,900	338	520	8/4691	6	1980	5.0	14.5	—	—
GranCabrio MC	—	274,000	338	520	8/4691	6	1973	4.9	14.5	—	—
Quattroporte D	—	169,900	202	600	6/2987	6	1885	6.4	6.2	—	—
Quattroporte S	—	194,900	301	550	6/2979	6	1760	5.1	10.5	—	—
Quattroporte GTS	—	258,900	390	710	8/3799	6	1900	4.7	11.8	—	—


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2 GLX	21,745	23,495	81	141	4/1496	6	1035	—	5.2	—	—
2 GSX	24,245	25,995	81	141	4/1496	6	1043*	10.10*	4.9	04/15	—
2 Ltd	—	28,595	81	141	4/1496	6	1074*	11.0*	4.9	03/15	—
3 GLX sedan	—	32,795	114	200	4/1998	6	1291	9.4	5.7	—	—
3 GSX sedan	—	35,595	114	200	4/1998	6	1300*	10.18*	5.7	07/14	—
3 SP25 sedan	—	39,895	138	250	4/2488	6	1309	7.8	6.0	—	—
3 SP25 Ltd sedan	—	47,495	138	250	4/2488	6	1356*	7.65*	6.0	06/14	—
3 GLX hatch	—	32,795	114	200	4/1998	6	1296	9.3	5.8	—	—
3 GSX hatch	—	35,595	114	200	4/1998	6	1307*	8.94*	5.8	—	—
3 SP25 hatch	38,395	39,895	138	250	4/2488	6	1308*	7.1	6.5	04/14	—

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A 180	—	46,900	90	200	4/1595	9	1395	9.1	5.8	—	—
A 200	—	54,900	115	250	4/1595	9	1395	8.3	6.1	—	—
A 200 CDI	—	54,900	100	300	4/1796	9	1478*	8.71*	4.6	07/13	—
A 250 Sport	—	65,400	155	350	4/1991	9	1465*	6.80*	6.6	08/13	—
A 45 AMG	—	95,400	265	450	4/1991	9	1607*	4.48*	6.9	11/13	—
B 180	—	40,900	90	200	4/1595	9	1425	10.2	5.8	—	—
B 200	—	45,900	115	250	4/1595	9	1497*	8.90*	5.9	08/12	—
B 200 CDI	—	46,400	100	300	4/1796	9	1505	9.3	4.6	—	—
B 250	—	50,400	155	350	4/1991	9	1475	6.8	6.5	—	—
C 180 Avantgarde Coupe	—	69,900	115	250	4/1596	9	1505	8.5	6.3	—	—
C 250 Avantgarde Coupe	—	87,900	150	310	4/1796	9	1550	7.2	6.9	—	—
C 63 AMG Coupe	—	168,900	336	600	8/6208	9	1730	4.4	12.1	—	—
C 200 estate	—	74,900	135	300	4/1991	9	1587*	7.71*	6.2	02/15	—



NEW CAR MARKET

C 200 BlueTEC estate	—	76,400	100	300	4/1991	9	—	—	—	—
C 250 estate	—	89,900	155	350	4/1991	9	1663*	7.50*	6.2	04/15
C 250 BlueTEC estate	—	91,400	150	500	4/2143	9	—	—	4.8	—
C 200	—	71,990	135	300	4/1991	9	—	7.3	6.0	—
C 200 BlueTEC	—	73,400	100	300	4/1598	9	—	6.6	—	—
C 250	—	86,900	155	350	4/1991	9	1607*	6.58*	6.0	11/14
C 250 BlueTEC	—	88,400	150	500	4/2143	9	1715	6.6	4.5	—
C 300 BlueTEC hybrid	—	94,900	150	500	4/2143	9	1715	6.4	—	—
C 63 AMG S	—	164,900	375	700	8/3982	9	1655	4.0	8.6	—
C 63 AMG S estate	—	167,900	375	700	8/3982	9	1725	4.1	8.7	—
CLA 200	—	65,900	115	250	4/1595	9	1430	8.5	5.7	—
CLA 250 Sport 4MATIC	—	80,400	155	350	4/1991	9	1540	6.6	6.6	—
CLA 45 AMG 4MATIC	—	108,400	265	450	4/1991	9	1650*	4.62*	7.0	06/14
CLS 250 CDI coupe	—	124,000	150	500	4/2143	11	1785	7.5	5.4	—
CLS 400 coupe	—	144,000	245	480	6/2996	11	2330	—	7.8	—
CLS 500 CGI coupe	—	174,000	300	600	8/4663	11	1890	4.8	8.6	—
CLS 63 AMG S coupe	—	230,000	430	800	8/5461	11	1870	4.1	10.0	—
CLS 250 CDI shooting brake	—	134,000	150	500	4/2143	11	1865	7.8	5.6	—
CLS 500 shooting brake	—	184,000	300	600	8/4663	11	1958*	4.98*	8.9	04/15
E 250 cabriolet	—	118,900	150	500	4/1991	9	1765	7.8	6.5	—
E 400 cabriolet	—	137,900	300	600	6/2996	9	2315	5.3	7.7	—
E 250 coupe	—	114,000	155	350	4/1991	11	1635	7.1	6.0	—
E 250 CDI coupe	—	114,000	150	500	4/2143	11	1885	7.3	4.7	—
E 400 coupe	—	137,900	245	480	6/2996	11	1885	5.4	8.0	—
E 250 CDI estate	—	121,000	150	500	4/2143	11	1885	7.8	5.1	—
E 400 estate	—	137,900	245	480	6/2996	11	1885	5.4	8.0	—
E 250	—	114,000	155	350	4/1991	11	1680	7.4	6.4	—
E 250 CDI	—	114,000	150	500	4/2143	11	1841*	7.69*	4.9	11/13
E 350 BlueTEC	—	131,000	185	620	6/2987	11	1885	6.6	6.1	—
E 300 BlueTEC Hybrid	—	138,900	150	500	4/2143	11	1845	7.5	4.3	—
E 400	—	131,000	245	480	6/2996	11	1914*	5.84*	7.6	05/14
E 400 Exclusive	—	150,900	245	480	6/2996	11	1785	5.3	7.6	—
E 63 AMG	—	215,000	430	800	8/5461	11	1992*	4.26*	10.0/13	—
GLA 200 CDI	—	64,990	100	300	4/2143	7	1599*	10.02*	4.6	08/14
GLA 250 4MATIC	—	74,400	155	350	4/1991	7	1576*	7.4*	7.0	10/14
GLA 45 AMG 4MATIC	—	99,900	265	450	4/1991	7	1657*	4.68*	7.6	12/14
GL 350 BlueTEC	—	153,900	190	620	6/2987	8	2601*	8.19*	7.7	08/13
GL 500	—	188,900	320	700	8/4663	8	2445	5.4	11.5	07/13
GL 63 AMG	—	235,900	410	760	8/5461	8	2580	5.28*	12.3	07/13
G 350 BlueTEC	—	175,000	155	540	6/2987	4	2570	9.1	11.2	—
G 63 AMG	—	252,000	400	760	8/5461	4	2550	5.4	13.8	—
ML 250 BlueTEC	—	99,900	150	500	4/2143	9	2256*	8.64*	6.4	08/12
ML 350 BlueTEC	—	121,900	190	620	6/2987	9	2175	7.4	7.3	—
ML 400	—	125,900	245	480	6/2996	9	—	6.1	9.4	—
ML 500	—	149,900	300	600	8/4663	9	2235	5.6	11.5	—
ML 63 AMG	—	197,900	386	700	8/5461	9	2420*	4.80*	11.8	09/12
S 350 BlueTEC	—	197,500	190	620	6/2987	8	1955	6.8	6.0	—
S 400 L	—	206,500	245	480	6/2996	8	1942	5.3	7.9	—
S 500	—	240,000	335	700	8/4663	8	2128*	5.06*	9.2	12/14
S 500 L	—	255,000	335	700	8/4663	8	2015	4.8	9.2	—
S 63 AMG	—	330,000	430	900	8/5461	8	2172*	4.41*	10.2	02/14
S 63 AMG L	—	340,000	430	900	8/5461	8	2170	4.5	10.2	—
S 600 L	—	354,500	390	830	12/5980	8	2185	4.6	11.3	—
S 500 coupe	—	260,000	335	700	8/4663	8	—	—	—	—
S 63 AMG coupe	—	350,000	430	900	8/5461	8	2070	4.2	10.2	—
S 65 AMG coupe	—	445,000	463	1000	12/5980	8	—	—	12.0	—
SL 500	—	267,500	320	700	8/4663	8	1785	4.6	9.4	—
SL 63 AMG	—	350,000	430	900	8/5461	8	1785	4.3	10.1	—
SL 65 AMG	—	430,000	463	1000	12/5980	8	1950	4.0	11.7	—
SLK 200 roadster	—	89,000	150	310	4/1796	8	1470	7.0	6.5	—
SLK 250 roadster	—	99,500	225	370	4/1796	8	1500	6.6	6.7	—
SLK 350 roadster	—	132,900	225	370	6/3498	8	1540	5.6	8.0	—
SLK 55 AMG	—	171,000	310	540	8/5461	8	1610	4.6	8.5	—





MG3 Style	19,990	—	80	137	4/1498	6	1213*	11.23	5.8	06/14
MG6 S Magnette	29,990	—	118	215	4/1796	6	1475	8.4	7.9	—
MG6 SE Magnette	31,990	—	118	215	4/1796	6	1480	8.4	7.9	—
MG6 TSE Magnette	34,990	—	118	215	4/1796	6	1485	8.4	7.9	—
MG6 S GT	29,990	—	118	215	4/1796	6	1485	8.4	7.9	—
MG6 SE GT	31,990	—	118	215	4/1796	6	1490	8.4	7.9	—
MG6 TSE GT	34,990	—	118	215	4/1796	6	1495	8.4	7.9	—

Cooper	36,200	39,200	100	230	3/1499	6	1173*	8.07*	4.5	05/14
Cooper S	44,200	47,700	141	280	4/1998	6	1260*	6.50*	5.4	05/14
Cooper JCW	54,800	—	155	280	4/1998	6	1178*	6.91*	6.9	01/09
Cooper S Coupe	51,200	54,200	135	240	4/1998	6	1165	6.9	6.3	—
Cooper S Roadster	55,800	58,800	135	240	4/1998	6	1185	7.0	6.4	—
Cooper 5-door	37,200	40,200	100	220	3/1499	6	1232*	8.26*	4.2	11/14
Cooper S 5-door	45,200	48,200	141	280	4/1998	6	—	6.0	6.7	—
Cooper JCW Coupe	62,200	—	155	280	4/1998	6	1213*	6.96*	7.1	04/12
Cooper JCW Roadster	67,200	—	155	280	4/1998	6	1185	6.5	—	—
Cooper Clubman	41,200	44,200	88	160	4/1998	6	1258*	11.37*	6.8	05/08
Cooper Clubman D	45,600	—	82	270	4/1560	6	1250	10.4	4.1	—

Model	\$ Manual	\$ Automatic	Power (kW)	Torque (Nm)	Cylinders/capacity	Airbags	Weight (kg)	0-100 km/h	Claimed Fuel Use (L/100km)	Issue tested
Cooper Clubman D	—	48,600	82	270	4/1995	6	—	—	—	—
Cooper Clubman S	49,200	52,200	128	240	4/1998	6	1205	7.6	7.0	—
Cooper convertible	46,200	49,200	88	160	4/1998	4	1175	9.8	7.9	—
Cooper S convertible	54,200	57,200	128	240	4/1998	4	1275*	7.41*	8.8	03/09
Cooper S Paceman	53,500	—	135	260	4/1598	6	1380*	7.28*	6.1	08/13
Cooper Countryman	43,700	46,700	90	160	4/1598	6	1365	10.5	6.5	—
Cooper Countryman D	46,800	—	82	270	4/1560	6	1385	10.9	4.4	—
Cooper Countryman D	—	49,800	82	270	4/1995	6	—	—	—	—
Cooper Countryman D ALL4	49,800	—	82	270	4/1560	6	1450	11.6	4.9	—
Cooper Countryman D ALL4	—	52,800	82	270	4/1995	6	—	—	—	—
Cooper Countryman S	51,500	54,500	135	240	4/1598	6	1405	7.6	6.6	—
Cooper Countryman S ALL4	54,500	57,500	135	240	4/1598	6	1496*	8.40*	7.3	04/11


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Mirage LS	—	18,990	58	102	3/1198	6	890	—	4.6	—
Mirage GLS	—	21,990	58	102	3/1198	6	901*	12.52*	4.9	04/13
Lancer ES	—	30,690	115	201	4/1997	3	1295	—	7.2	—
Lancer SEI	—	36,990	115	201	4/1997	7	1295	—	7.3	—
Lancer VR-X	—	40,890	127	230	4/2360	7	1415	—	8.5	—
Lancer ES hatch	—	30,690	115	201	4/1997	3	1355	—	7.3	—
Lancer SEI hatch	—	36,990	115	201	4/1997	7	1355	—	7.3	—
Lancer VRX hatch	—	40,890	127	230	4/2360	7	1445	—	8.9	—
ASX LS 4x2	—	36,690	112	200	4/1998	7	1371*	10.22*	7.9	03/11
ASX Sport 4x2	—	40,590	112	200	4/1998	7	1385	—	7.9	—
ASX Sport 4x4	—	43,590	112	200	4/1998	7	1450	—	8.1	—
ASX Sport diesel 4x4	47,990	—	112	305	4/1798	7	1563*	10.16*	5.7	10/10
Outlander LS 2.0 4x2	—	39,990	112	193	4/1998	7	1420	—	6.6	—
Outlander LS	—	43,990	126	224	4/2360	7	1490	—	7.5	—
Outlander XLS	—	47,490	126	224	4/2360	7	1555	—	7.5	—
Outlander VRX	—	54,490	126	224	4/2360	7	1565*	9.69*	7.5	04/13
Outlander XLS 2.2D	—	49,990	112	366	4/2268	7	1635	—	5.8	—
Outlander VRX 2.2D	—	56,990	112	366	4/2268	7	1659*	9.39*	5.8	03/13
Outlander PHEV XLS	—	59,990	88	189	4/1998	7	1810	—	1.9	—
Outlander PHEV VRX	—	66,990	88	189	4/1998	7	1842*	10.18*	1.9	06/14
Challenger GLS	—	58,990	133	356	6/2477	6	2090	—	9.8	—
Challenger EXC	—	63,990	133	356	6/2477	6	2115*	12.34*	9.8	05/10
Pajero LWB GLS DIDD	—	77,090	150	448	4/3200	6	2260	—	9.2	—
Pajero LWB Exceld DIDD	—	87,590	150	448	4/3200	6	2310	—	9.2	—
Triton double cab 4x2 GLXR	45,120	47,120	135	437	4/2442	7	1815	—	7.1	—
Triton double cab 4x4 GLX	51,990	53,990	135	437	4/2442	7	1930	—	7.2	—
Triton double cab 4x4 GLS	57,490	59,490	135	437	4/2442	7	1940	—	7.2	—

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208 XY 3 door 1.6	—	34,990	88	160	4/1598	6	1158*	10.78"	6.7	11/12
208 GTI 3 door	38,990	—	147	275	4/1214	6	1214*	6.49"	5.9	08/13
2008 Active	—	31,990	88	160	4/1598	6	1080	11.9	6.5	—
2008 Allure	—	33,990	88	160	4/1598	6	1237*	11.32"	6.5	12/13
308 Access 1.2	30,990	32,990	96	230	3/1199	6	1090	9.6	4.6	—
308 Active 1.2	—	34,990	96	230	3/1199	6	1276*	9.00"	5.2	12/14
308 Allure 1.6	—	38,990	110	240	4/1598	6	1255	8.5	6.5	—
308 Allure HDI	—	42,990	110	370	4/1997	6	1466*	8.20"	4.1	01/15
308 Active 1.2 wagon	—	36,990	96	230	3/1199	6	1342*	9.91"	5.2	03/15
308 Allure 1.6 wagon	—	40,990	110	240	4/1598	6	1315	8.8	6.5	—
3008 Active 1.6	—	37,990	115	240	4/1590	6	1539	—	7.6	—
3008 Allure 1.6	—	42,990	115	240	4/1590	6	1539	—	7.6	09/14
3008 Allure HDI	—	45,990	120	340	4/1997	6	1560	—	6.7	—
3008 HDI Sport Hybrid	—	59,990	147	500	4/1997	6	1660	—	4.2	—
3008 2.0 HDi Allure Hybrid	—	64,990	147	500	4/1997	6	1660	—	4.2	—
4008 Active 4x2	—	37,990	110	197	4/1998	7	1370	10.2	7.9	—
4008 Allure 4x2	—	39,990	110	197	4/1998	7	1431*	10.16"	7.9	10/12
4008 Feline 4x4	—	45,990	110	197	4/1998	7	1435	10.9	8.1	—
RCZ	59,990	—	146	275	4/1598	4	1360*	7.56"	6.9	01/14
RCZ	—	59,990	115	240	4/1598	4	1360*	8.50"	7.3	08/10
RCZ R	77,490	—	199	330	4/1598	4	1347*	6.12"	6.3	07/14
508 2.0 HDi Allure	—	54,990	120	340	4/1997	6	1595	11.3	4.9	—
508 2.0 HDi Allure SW	—	57,990	120	340	4/1997	6	1615	11.6	5.7	—
508 2.2 HDi GT	—	65,990	150	450	4/2179	6	1693*	8.36"	5.7	07/11
508 2.2 HDi GT SW	—	68,990	150	450	4/2179	6	—	—	5.9	—
508 RXH 2.0 HDi Hybrid	—	74,990	147	500	4/1997	6	1851*	9.47"	4.1	10/13

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Boxster	116,200	121,500	195	280	6/2706	6	1310	5.8	8.2	—
Boxster S	137,200	142,500	232	360	6/3436	6	1407*	4.62"	8.0	09/12
Boxster GTS	154,800	161,400	243	370	6/3436	6	1420	5.0	9.0	—
Cayman	120,900	126,200	202	290	6/2706	6	1385	5.6	7.7	—
Cayman S	146,500	151,800	239	370	6/3436	6	1405*	4.51"	8.0	05/13
Cayman GTS	169,000	175,600	250	380	6/3436	6	1418*	4.32"	9.0	04/15
911 Carrera	199,500	205,500	257	390	6/3436	6	1455	4.8	9.0	—
911 Carrera cabriolet	212,700	218,700	257	390	6/3436	6	1525	5.0	9.2	—
911 Carrera S	228,500	234,500	294	440	6/3800	6	1491*	4.08"	9.5	05/12
911 Carrera S cabriolet	241,500	247,500	294	440	6/3800	6	1540	4.7	9.7	—
911 Carrera GTS	248,800	255,950	316	440	6/3800	6	1513*	4.15"	8.7	04/15
911 Carrera GTS cabriolet	261,500	268,650	316	440	6/3800	6	1570	4.6	9.7	—
911 Carrera 4	212,500	218,500	257	390	6/3436	6	1505	4.9	9.3	—
911 Carrera 4 cabriolet	225,700	231,700	257	390	6/3436	6	1575	5.1	9.5	—
911 Carrera 4S	241,300	247,300	294	440	6/3800	6	1520	4.5	9.9	—
911 Carrera 4S cabriolet	254,500	260,500	294	440	6/3800	6	1590	4.7	10.0	—
911 Carrera 4 GTS	260,300	267,450	316	440	6/3800	6	1545	4.0	9.1	—
911 Carrera 4 GTS cabriolet	273,300	280,450	316	440	6/3800	6	1635	4.2	9.2	—
911 Targa 4	229,700	235,700	257	390	6/3436	6	1614	5.2	9.5	—
911 Targa 4S	258,500	264,500	294	440	6/3800	6	1630	4.54"	10.0	12/14
911 GT3	—	275,000	350	440	6/3799	6	1505	3.44"	12.4	12/14
911 Turbo	—	336,500	368	650	6/3800	6	1645	3.7	11.6	—
911 Turbo S	—	406,000	390	700	6/3800	6	1638*	2.96"	11.4	03/14
911 Turbo cabriolet	—	356,000	383	660	6/3800	6	1740	3.5	9.9	—
911 Turbo cabriolet S	—	419,000	412	400	6/3800	6	1750	3.2	9.9	—
Macan S	—	121,000	250	460	6/2997	8	1865	5.4	8.7	—
Macan S diesel	—	118,000	190	580	6/2967	8	2052*	5.98"	6.1	09/14
Macan Turbo	—	156,000	294	550	6/3604	8	2026*	4.72"	9.1	08/14
Cayenne	—	136,800	220	400	6/3598	8	2040	7.7	9.2	—
Cayenne diesel	—	137,500	193	580	6/2967	8	2110	7.3	6.8	—
Cayenne S	—	170,400	309	550	6/6304	8	2085	5.5	9.8	—
Cayenne S diesel	—	174,500	283	850	8/4134	8	2379*	5.15"	8.0	02/15
Cayenne S E-Hybrid	—	173,600	306	590	6/2295	8	2350	5.9	9.4	—
Cayenne GTS	—	187,700	324	600	6/3604	8	2298*	4.91"	10.0	04/15
Cayenne Turbo	—	251,600	382	750	8/4806	8	2185	4.5	11.5	—
Panamera	—	195,900	228	400	6/3605	8	1770	6.3	8.4	—
Panamera diesel	—	203,800	184	550	6/2967	8	1900	6.8	6.3	—
Panamera 4	—	206,000	228	400	6/3605	8	1820	6.1	8.7	—
Panamera S	—	262,100	309	520	6/2997	8	1810	5.1	8.7	—
Panamera S E-Hybrid	—	264,300	245	440	6/2995	8	2095	5.5	3.1	—
Panamera 4S	—	272,100	309	520	6/2997	8	1947*	4.43"	8.9	10/13
Panamera GTS	—	287,100	324	520	8/4808	8	1925	4.4	10.9	—
Panamera Turbo	—	351,400	382	700	8/4806	8	1970	4.1	10.2	—
Panamera Turbo S	—	400,300	419	750	8/4806	8	1995	3.8	10.2	—

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Clio Authentic	24,990	—	66	135	3/898	6	1019	12.2	4.5	—
Clio Expression	—	26,990	88	190	4/1197	6	1104	9.4	5.2	—
Clio Expression Plus	—	26,990	88	190	4/1197	6	1104	9.4	5.2	—
Clio RS Sport	—	42,990	147	240	4/1618	6	1218	6.7	6.3	—
Clio RS Cup	—	45,990	147	240	4/1618	6	1277*	6.63"	6.3	08/14
Clio RS Trophy	—	49,990	147	240	4/1618	6	1218	6.7	6.3	—
Megane RS 265	55,990	—	197	360	4/1998	6	1401*	6.35"	8.2	10/12
Megane RS 275	74,990	—	201	360	4/1998	6	1376	6.00	7.5	—
Koleos Bose 4x2	—	39,990	126	226	4/2488	6	1613	—	9.3	—
Koleos 2.5 Privilege 4x4	—	44,990	126	226	4/2488	6	1613	—	9.6	—
Koleos 2.0 Bose 4x4	—	46,990	110	320	4/1995	6	1713	—	7.0	—

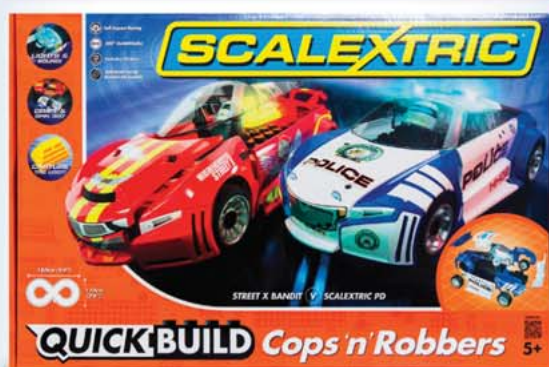
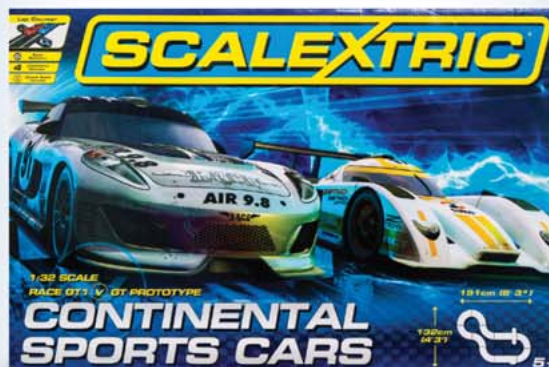
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Model

\$ Manual

\$ Automatic

Power (kW)

Torque (Nm)

Cylinders/
capacity

Alloys

Weight (kg)

0-100 km/h

Claimed
Fuel Use (L/100km)

Issue tested



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Citigo	18,990	19,990	55	95	3/999	5	920*	13.81*	4.7	07/14
Fabia hatch RS	—	31,900	132	240	4/1390	6	1260*	7.16*	6.2	02/11
Rapid Liftback TSI 90	—	29,900	90	200	4/1390	6	1230*	9.08*	5.8	01/14
Rapid Liftback TDI 66	—	31,500	66	230	4/1589	6	—	12.1	4.5	—
Rapid Spaceback TSI 90	—	29,700	90	200	4/1390	6	—	9.4	5.8	—
Rapid Spaceback TDI 66	—	31,300	66	230	4/1589	6	—	12.1	4.5	—
Octavia liftback TSI 103	—	34,900	103	250	4/1395	7	1260*	8.12*	5.3	02/14
Octavia liftback TDI 77	—	36,500	77	250	4/1598	7	—	10.9	3.9	—
Octavia liftback TDI 110	—	38,100	110	320	4/1968	7	—	8.6	4.5	—
Octavia liftback TSI 132	—	39,900	132	250	4/1798	7	—	7.4	6.1	—
Octavia liftback TDI 110 Elegance	—	41,500	110	320	4/1968	7	—	8.6	4.5	—
Octavia liftback RS TSI	47,000	49,000	162	350	4/1984	7	1419*	6.83*	6.2	06/14
Octavia liftback RS TDI	47,700	49,700	135	380	4/1968	7	—	8.1	4.6	—
Octavia wagon TSI 103	—	36,900	103	250	4/1395	7	—	9.8	5.3	—
Octavia wagon TDI 77	—	38,500	77	250	4/1598	7	—	12.1	4.0	—
Octavia wagon TDI 110	—	40,100	110	320	4/1968	7	—	11.1	4.5	—
Octavia wagon TSI 132	—	41,900	132	250	4/1798	7	—	7.5	6.1	—
Octavia wagon TDI 110 Elegance	—	43,500	110	320	4/1968	7	—	8.7	4.5	—
Octavia wagon TSI 132 4x4	—	43,600	132	250	4/1798	7	—	7.5	6.7	—
Octavia Scout TSI	—	48,200	132	280	4/1798	7	—	—	6.9	—
Octavia Scout TDI	—	49,990	135	380	4/1968	7	1527*	7.25*	5.1	04/15
Octavia wagon RS TSI	49,500	51,500	162	350	4/1984	7	—	6.8	6.2	—
Octavia wagon RS TDI	50,200	52,200	135	380	4/1968	7	1463*	7.47*	4.6	01/14
Yeti City TSI 90	—	36,100	90	200	4/1390	7	—	—	6.8	—
Yeti Outdoor TDI 4x4	41,400	42,900	103	320	4/1968	7	—	—	6.5	—
Superb TSI 118	—	43,900	118	250	4/1798	9	—	8.4	7.0	—
Superb TDI 103	—	45,900	103	320	4/1968	9	—	10.1	5.2	—
Superb TDI 125	—	53,900	125	350	4/1968	9	—	8.6	5.3	—
Superb V6 4x4	—	59,900	191	350	6/3597	9	—	6.4	9.3	—
Superb wagon TSI 118	—	46,900	118	250	4/1798	9	—	8.5	7.1	—
Superb wagon TDI 103	—	48,900	103	320	4/1968	9	—	10.2	5.2	—
Superb wagon TDI 125 4x4	—	52,900	125	350	4/1968	9	—	8.8	5.7	—
Superb wagon TDI 125	—	56,900	125	350	4/1968	9	1604*	8.70*	5.4	02/14
Superb wagon TDI 125 4x4 Elegance	—	59,900	125	350	4/1968	9	—	8.8	5.7	—
Superb wagon V6 4x4	—	62,900	191	350	6/3597	9	1661	6.5	9.3	—

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▲ Korando Sports	29,990	—	109	191	4/1998	6	1512	—	7.5	—
▲ Korando Sports Ltd	—	32,990	109	191	4/1998	6	1512	—	7.5	—
Korando Sports TDI	31,990	34,990	129	360	4/1998	6	1615*	9.72*	7.3	04/11
Korando Sports 4x4 TDI	—	42,990	129	360	4/1998	6	1747	—	7.5	—
Korando Sports 4x4 SPR TDI	—	44,990	129	360	4/1998	6	1777*	9.91*	7.5	09/11
Kyron Sports	36,990	41,990	104	310	4/1998	4	1996	—	8.8	—
Kyron Sports	—	49,990	121	340	5/2696	4	2030	—	9.0	—
▲ Rexton Teammate	\$39,990	\$42,990	121	340	5/2696	4	—	—	—	—
Rexton W	—	49,990	121	340	5/2696	4	2101	—	9.8	—
Rexton W	—	59,990	137	402	5/2696	4	2099	—	9.1	—
▲ Actyon Workmate	32,990	\$34,990	114	360	4/1998	2	1982	—	7.6	—
Actyon Sports 4x2	36,990	38,990	114	360	4/1998	2	1895	—	7.5	—
Actyon Sports 4x4	39,990	41,990	114	360	4/1998	2	1982	—	7.6	—
Actyon Sports SPR 4x4	45,990	47,990	114	360	4/1998	2	1982	—	7.6	—



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Forester 2.0	39,990	—	110	198	4/1995	7	1498	—	7.2	—
Forester 2.5i	—	44,990	126	235	4/2498	7	1528	—	8.1	—
Forester 2.5i Sport	—	47,990	126	235	4/2498	7	1534*	9.44*	8.1	04/13
Forester 2.5i Premium	—	54,990	126	235	4/2498	7	1582*	10.16*	8.1	06/13
Forester 2.0 XT	—	59,990	177	350	4/1998	7	1647	7.40*	8.5	02/13
Forester 2.0D	49,990	—	108	350	4/1998	7	1550	—	5.9	—
Impreza 2.0i-X	—	31,990	110	196	4/1995	7	1305	—	6.8	—
XV 2.0i	38,990	40,990	110	196	4/1995	7	1430*	11.70*	7.3	05/12
XV 2.0i-L	—	44,990	110	196	4/1995	7	1395	—	7.0	—
XV 2.0i-S	—	48,990	110	196	4/1995	7	1405	—	7.0	—
WRX	48,990	49,990	197	350	4/1998	7	1424	5.88*	9.2	04/14
WRX Premium	53,990	54,990	197	350	4/1998	7	1482	—	8.0	—
WRX STI	59,990	—	221	407	4/2457	7	1525	4.9	10.4	—
WRX STI Premium	64,990	—	221	407	4/2457	7	1547*	5.25*	10.5	08/14
Legacy sedan 2.5i sport	—	44,990	127	235	4/2457	7	1432	—	7.9	—
Legacy sedan 2.5i premium	—	49,990	127	235	4/2457	7	1490	—	7.9	—
Legacy sedan 2.5 GT B Spec Premium	—	59,990	195	350	4/2457	7	1535	—	9.7	—
Legacy sedan 3.6i X	—	57,990	191	350	6/3630	7	1549	—	10.3	—
Legacy wagon 2.5i sport	—	44,990	127	235	4/2457	7	1474	—	8.0	—
Legacy wagon 2.5i premium	—	49,990	127	235	4/2457	7	1491	—	8.0	—
Legacy wagon 2.5 GT B Spec Premium	—	59,990	195	350	4/2457	7	1614*	6.28*	9.7	01/14
Outback 2.5i Sport	—	44,990	129	235	4/2457	7	1557	—	7.3	—
Outback 2.5i Sport Premium	—	49,990	129	235	4/2457	7	1604*	9.99*	8.0	04/15
Outback 3.6R Premium	—	59,990	191	350	6/3630	7	1702	—	9.9	—
Outback 2.0D	—	47,990	110	350	4/1998	7	1590	—	6.3	—
Outback 2.0D Premium	—	54,990	110	350	4/1998	7	1590	—	6.3	—

Model	\$ Manual	\$ Automatic	Power (kW)	Torque (Nm)	Cylinders/ capacity	Airbags	Weight (kg)	0-100 km/h	Claimed Fuel Use (L/100km)	Issue tested
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Alto GLX	14,990	16,990	50	90	3/996	6	905*	16.90*	4.5	12/09
Swift GL	19,990	21,990	70	130	4/1372	7	1005	—	5.5	—
Swift GLX	22,500	23,990	70	130	4/1372	7	1025	—	5.5	—
Swift Ltd	23,500	24,990	70	130	4/1372	7	1032*	12.11*	5.5	04/11
Swift RS	—	26,500	70	130	4/1372	7	1045	—	6.2	—
Swift Sport 3-door	25,990	—	100	160	4/1586	7	1055*	8.61*	6.4	07/13
Swift Sport 5-door	27,500	28,990	100	160	4/1586	7	1069*	8.61*	6.5	05/12
S-Cross 4x2 GLX	27,990	29,990	86	156	4/1586	7	1095	—	5.8	—
S-Cross 4x2 LTD	—	32,990	86	156	4/1586	7	1167*	10.20*	5.8	03/14
S-Cross 4x4 GLX	30,990	32,990	86	156	4/1586	7	1170	—	5.8	—
S-Cross 4x4 LTD	—	35,990	86	156	4/1586	7	1220	—	6.2	—
Kizashi GLX	—	37,990	131	230	4/2393	7	1445	7.8	7.9	—
Kizashi GLX Sport	—	39,990	131	230	4/2393	7	1530	8.8	7.9	—
Kizashi LTD Sport	—	44,990	131	230	4/2393	7	1532*	9.46*	7.9	09/10
Kizashi LTD Sport	—	44,990	131	230	4/2393	7	1530	8.8	7.9	—
Kizashi Sport AWD	—	48,500	131	230	4/2393	7	1601*	10.21*	8.4	08/11
Jimny JX**	19,990	—	63	110	4/1328	2	1060	11.7	7.1	—
Jimny Sierra	22,990	24,500	63	110	4/1328	2	1081*	12.58*	7.1	—
Grand Vitara 3dr JXL	31,690	33,190	122	225	4/2393	6	1515*	9.81*	8.8	03/09
Grand Vitara 5dr 4x2 JXL	—	29,990	122	225	4/2393	6	1610	—	9.5	—
Grand Vitara 5dr JXL	37,500	38,990	122	225	4/2393	6	1620	—	8.9	—
Grand Vitara 5dr Ltd	—	39,990	122	225	4/2393	6	1663*	12.09*	9.9	02/13



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Yaris 1.3 GX	22,990	24,990	63	121	4/1299	9	990	—	5.7	—
Yaris 1.5 SX	—	26,990	80	141	4/1496	9	1035	—	6.3	—
Yaris 1.5 ZR	—	28,990	80	141	4/1496	9	1055	11.26*	6.3	12/14
Prius c	—	31,830	73	111	4/1497	7	1118*	11.18*	3.9	06/12
Prius c s-Tech	—	34,830	73	111	4/1497	7	1140	—	3.9	—
Corolla 1.8 GX hatch	33,490	34,990	103	173	4/1798	7	1250	—	7.1	—
Corolla 1.8 GLX hatch	—	37,490	103	173	4/1798	7	1272*	9.04	6.6	02/13
Corolla 1.8 Levin SX	—	38,990	103	173	4/1798	7	1275	—	6.6	—
Corolla 1.8 Levin ZR	—	43,690	103	173	4/1798	7	1293*	9.94*	6.6	01/13
Corolla 1.8 GX sedan	33,490	34,990	100	175	4/1798	7	—	—	6.6	—
Corolla 1.8 GLX sedan	—	37,490	100	175	4/1798	7	—	—	6.6	—
Corolla 1.8 ZR sedan	—	43,690	100	175	4/1798	7	1280*	9.11*	6.6	09/14
Corolla 1.5 GX wagon	29,580	31,580	80	138	4/1496	6	1135	—	5.6	—
86	42,586	43,586	147	205	4/1998	7	1213*	7.09*	7.8	10/12
GT86	47,486	48,486	147	205	4/1998	7	1257	7.6	7.8	—
Prius	—	46,630	73	142	4/1798	8	1370	—	3.9	—
Prius v	—	51,490	100	142	4/1798	7	1495	11.3	4.1	—
Prius v s-Tech	—	56,990	100	142	4/1798	7	1495	11.3	4.1	—
Avensis tourer	—	47,990	112	196	4/1987	7	1560	—	7.1	—
Camry GL	—	44,990	131	231	4/2494	7	1460	—	7.8	—
Camry RZ	—	46,490	131	231	4/2494	7	1460	—	7.8	—
Camry Atara S	—	48,890	135	235	4/2494	7	1470	—	7.8	—
Camry Atara SX	—	51,490	135	235	4/2494	7	1485	—	7.8	—
Camry Hybrid	—	50,990	118	213	4/2494	7	1596*	7.90*	5.2	07/12
Camry Hybrid i-tech	—	56,890	118	213	4/2494	7	1575	—	5.2	—
Aurion AT-X	—	49,690	200	336	6/3456	9	—	—	9.3	—
Aurion Sportivo SX6	—	51,790	200	336	6/3456	9	1529*	6.73*	9.3	07/12
Aurion Touring	—	52,090	200	336	6/3456	9	—	—	9.3	—
Previa	—	60,480	125	224	4/2362	4	1723*	10.54*	9.5	09/06
RAV4 2.0 4x2 GX	—	37,840	107	187	4/1987	7	1500	11.1	7.4	—
RAV4 2.0 4x2 GXL	—	42,340	107	187	4/1987	7	1510	11.1	7.4	—
RAV4 2.5 4x4 GX	—	45,140	132	233	4/2494	7	1590	9.4	8.5	—
RAV4 2.5 4x4 GXL	—	49,340	132	233	4/2494	7	1600	9.4	8.5	—
RAV4 2.5 4x4 LTD	—	58,640	132	233	4/2494	7	1610*	9.16*	8.5	06/13
RAV4 2.2d 4x4 GX	—	47,140	110	340	4/2231	7	1630	10.0	6.5	—
RAV4 2.2d 4x4 GXL	—	51,340	110	340	4/2231	7	1640	10.0	6.5	—
RAV4 2.2d 4x4 LTD	—	60,640	110	340	4/2231	7	1640	10.0	6.5	—
Highlander 4x2 7 seat	—	61,990	201	337	6/3456	7	1950	8.3	10.2	—
Highlander 4x4 7 seat GX	—	59,990	201	337	6/3456	7	2005	8.7	10.6	—
Highlander 4x4 7 seat GXL	—	65,990	201	337	6/3456	7	2020	8.7	10.6	—
Highlander 4x4 7 seat Ltd	—	76,490	201	337	6/3456	7	2060	8.7	10.6	—
Highlander 4x4 7 seat Ltd ZR	—	80,990	201	337	6/3456	7	2070*	8.02*	10.6	11/14
FJ Cruiser	—	66,930	200	380	6/3956	6	1994*	8.26*	11.4	06/11
Land Cruiser Prado 3.0 TDi RV	—	79,545	127	410	4/2982	7	2240	—	8.5	—
Land Cruiser Prado 3.0 TDi VX	—	90,130	127	410	4/2982	7	2315	—	8.5	—
Land Cruiser Prado 4.0 V6 VX	—	90,130	202	381	6/3956	7	2285	—	11.5	—
Land Cruiser Prado 3.0 TDi VX Ltd	—	105,130	127	410	4/2982	7	2365	—	8.5	—
Land Cruiser 200 VX	—	118,540	195	650	8/4461	6	2675	—	10.3	—
Land Cruiser 200 VX Ltd	—	140,650	195	650	8/4461	6	2675	—	10.3	—
Hilux extra cab 4x2 3.0 TDi	40,290	—	126	343	4/2982	2	1685	—	8.1	—
Hilux double cab 4x2 3.0 TDi	42,190	—	126	343	4/2982	2	1670	—	8.1	—
Hilux double cab 4x2 SR5 V6	—	50,690	175	376	4/3956	2	1665	—	11.8	—
Hilux extra cab 4x4 3.0 TDi	56,390	—	126	343	4/2982	6	1775	—	8.3	—
Hilux double cab 4x4 3.0 TDi	54,290	58,090	126	343	4/2982	6	1805	—	8.3	—
Hilux double cab 4x4 SR5 3.0 TDi	62,790	65,290	126	343	4/2982	6	1815	—	8.3	—
Hilux double cab 4x4 SR5 V6	—	65,290	175	376	4/3956	6	1850	—	13.0	—

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Polo Comfortline	23,490	26,490	66	160	4/1197	6	1104	11.9	4.7	—
Polo TSI Highline	—	28,490	66	160	4/1197	6	1171*	12.01*	4.7	12/14
CrossPolo TSI	—	30,490	81	175	4/1197	6	1213	10.46*	4.9	01/15
Golf TSI Comfortline	32,990	35,490	90	200	4/1390	7	1256*	9.12*	5.2	08/13
Golf TDI Comfortline	—	37,990	77	250	4/1598	7	1313	10.7	3.9	—
Golf TSI Highline	—	41,490	103	250	4/1395	7	1337*	7.84*	5.0	07/13
Golf TSI R-Line	—	43,990	103	250	4/1395	7	1288	8.4	5.0	—
Golf TDI Highline	—	44,490	110	320	4/1968	7	1410*	8.27*	4.4	04/13
Golf GTI	58,990	61,490	162	350	4/1984	7	1387*	6.39*	6.4	08/13
Golf GTI Performance	—	65,990	169	350	4/1984	7	1438*	6.38*	6.4	05/14
Golf R	69,490	71,990	221	380	4/1984	7	1515*	4.93*	6.9	04/14
Golf wagon TSI Comfortline	—	37,490	90	200	4/1395	7	1350	9.7	5.1	—
Golf wagon TSI Highline	—	42,490	103	250	4/1395	7	1368	8.9	5.0	04/14
Golf wagon TDI Comfortline	—	39,990	77	250	4/1598	7	1410	11.2	4.0	—
Golf Cabriolet TSI	—	46,500	90	200	4/1390	6	1449*	10.66*	6.3	06/12
Beetle	—	46,500	118	240	4/1390	6	1363*	8.16*	6.2	03/13
Tiguan TSI 4x2	—	41,490	110	240	4/1390	6	1536*	9.27*	7.1	11/13
Tiguan TSI 4x2 Comfort	—	44,990	110	240	4/1390	6	1510	9.3	7.1	—
Tiguan TSI 4x2 R-Line	—	46,490	110	240	4/1390	6	1510	9.3	7.1	—
Tiguan TSI	—	51,490	132	280	4/1984	6	1630*	9.14*	8.6	06/12
Tiguan TSI R-Line	—	55,490	132	280	4/1984	6	1659	7.9	8.6	—
Tiguan TDI	—	55,490	103	320	4/1968	6	1718*	11.23*	7.5	12/11
Tiguan TDI R-Line	—	59,490	103	320	4/1968	6	1675	10.2	6.3	—
Passat TSI R-Line	—	48,750	118	250	4/1798	6	1451*	8.42*	7.1	04/11
Passat TDI R-Line	—	50,750	103	320	4/1968	6	1560	9.8	5.2	—
Passat TDI R-Line	—	53,750	125	350	4/1968	6	1591	8.6	5.2	—
Passat TSI R-Line wagon	—	49,990	118	250	4/1798	6	1551	8.7	7.1	—
Passat TDI R-Line wagon	—	51,990	103	320	4/1968	6	1601	10.0	5.2	—
Passat TDI R-Line wagon	—	54,990	130	350	4/1968	6	1592*	7.78*	5.2	06/14
Passat Alltrack TDI wagon	—	59,990	125	350	4/1968	6	1750*	9.33*	5.8	07/12
CC TDI	—	62,250	125	350	4/1968	6	1579*	8.6	5.5	—
CC TDI 4Motion	—	64,750	125	350	4/1968	6	1683	8.3	5.7	—
CC V6 4Motion	—	74,000	220	350	6/3597	6	1704	5.6	9.3	—
Touareg TDI V6	—	89,900	150	400	6/2967	7	2271	9.0	7.4	02/15
Touareg TDI V6 S	—	104,900	180	550	6/2967	7	2280	7.8	7.4	—
Touareg TDI V8	—	135,900	250	800	8/4134	7	2412	5.8	9.1	—
Amarok 4x2 TDI double cab	43,990	—	90	340	4/1968	2	1998	13.5	7.3	—
Amarok 4x2 BiTDI Highline d/cab	49,990	—	120	400	4/1968	6	2037	10.8	7.6	—
Amarok 4Motion BiTDI d/cab	56,990	—	120	400	4/1968	2	2112	11.1	7.8	—
Amarok 4Motion BiTDI Highline d/cab	61,990	—	120	400	4/1968	6	2113*	12.30*	7.8	04/11
Amarok 4Motion BiTDI Highline d/cab	—	64,990	132	420	4/1968	6	2170*	10.93*	8.3	11/12

NEWBIKE MARKET

aprilia.net.nz				
Shiver 750	\$13,995	750cc/V2	189kg	800mm
Shiver 750 ABS	\$14,995	750cc/V2	194kg	800mm
Dorsoduro 750 ABS	\$16,990	750cc/V2	186kg	870mm
Dorsoduro 1200	\$18,995	1197cc/V2	212kg	870mm
Dorsoduro 1200 ABS	\$19,995	1197cc/V2	212kg	870mm
Tuono V4 APRC	\$23,990	1000cc/V4	183kg	835mm
Tuono V4 APRC ABS	\$26,990	1000cc/V4	185kg	835mm
RSV4 Factory APRC	\$33,995	999cc/V4	181kg	845mm
RSV4 R APRC ABS	\$26,990	999cc/V4	186kg	845mm
RSV4 Factory APRC ABS	\$35,990	999cc/V4	181kg	845mm
Caponord ABS	\$24,990	1197cc/V2	214kg	840mm
Caponord ABS Travel Pack	\$27,990	1197cc/V2	228kg	840mm

bmw Motorrad.co.nz				
G650 GS	\$11,995	652cc/1	192kg	780mm
F800 R	\$17,490	798cc/1/2	199kg	800mm
F700 GS	\$16,990	798cc/1/2	179kg	820mm
F800 GS	\$22,990	798cc/1/2	185kg	880mm
F800 GT	\$22,490	798cc/1/2	182kg	820mm
R1200 R	\$26,490	1170cc/B2	198kg	800mm
R1200 R nineT	\$25,290	1170cc/B2	223kg	800mm
R1200 RT	\$35,990	1170cc/B2	282kg	825mm
R1200 GS	\$28,490	1170cc/B2	225kg	850mm
R1200 GS SE	\$32,990	1170cc/B2	229kg	850mm
R1200 GS Adventure	\$35,490	1170cc/B2	223kg	910mm
K1300 R SE	\$29,990	1293cc/1/4	243kg	820mm
K1300 S	\$31,490	1293cc/1/4	254kg	820mm
S 1000 R	\$24,490	999cc/1/4	207kg	814mm
K1600GT	\$41,990	1646cc/1/4	319kg	810mm
K1600 GTL	\$43,990	1646cc/1/6	348kg	810mm
K1600 GTL Exclusive	\$52,400	1646cc/1/6	360kg	750mm
S1000 RR Sport	\$29,990	999cc/1/4	210kg	820mm

cfmoto				
650NK	\$7,990	650cc/1/2	206kg	795mm
650NK LAMS	\$7,990	650cc/1/2	206kg	795mm
650TR	\$9,990	650cc/1/2	220kg	795mm
Leader 150	\$2,995	150cc/1	129kg	800mm
V Night 150	\$3,995	150cc/1	116kg	760mm

can-am nz.brp.com/spyder				
Spyder RS SM5	\$30,990	998cc/V2	317kg	737mm
Spyder RS SE5	\$33,490	998cc/V2	317kg	737mm
Spyder RSS SE5	\$34,690	998cc/V2	317kg	737mm
Spyder RT SM5	\$37,490	998cc/V2	425kg	750mm
Spyder RT Techno SM5	\$42,090	998cc/V2	425kg	750mm
Spyder RT Techno SE5	\$44,590	998cc/V2	425kg	750mm
Spyder RT S SM5	\$46,690	998cc/V2	425kg	750mm
Spyder RT S SE5	\$49,190	998cc/V2	425kg	750mm

ducati.com.au				
Monster 659 ABS LAMS	\$15,990	659cc/L2	163kg	770mm
Monster 696 ABS	\$17,490	696cc/L2	161kg	770mm
Monster 796 ABS	\$19,990	803cc/L2	169kg	800mm
Monster 821 Dark Stealth	\$19,490	821cc/L2	205kg	810mm
Monster 821 Red/White	\$19,990	821cc/L2	205kg	810mm
Monster 1200 ABS	\$22,990	1198cc/L2	209kg	810mm
Monster 1200 S ABS	\$29,990	1198cc/L2	209kg	810mm
Streetfighter 848	\$23,990	849cc/L2	199kg	840mm
Multistrada 1200 ABS	\$28,490	1198cc/L2	224kg	850mm
Multistrada 1200 S Touring	\$35,490	1198cc/L2	234kg	850mm
Multistrada 1200 S GT	\$36,490	1198cc/L2	245kg	850mm
Multistrada 1200 S Pikes Peak	\$39,990	1198cc/L2	222kg	850mm
Hyperstrada	\$22,490	821cc/L2	204kg	850mm
Hypermotard	\$20,990	821cc/L2	198kg	850mm
Hypermotard SP	\$25,990	821cc/L2	194kg	890mm
Diavel	\$29,990	1198cc/V2	239kg	770mm
Diavel Stripes	\$33,990	1198cc/V2	239kg	770mm
Diavel Strada	\$33,990	1198cc/V2	239kg	770mm
Diavel Carbon	\$36,990	1198cc/V2	239kg	770mm
899 Panigale ABS	\$24,990	849cc/L2	194kg	830mm
1199 Panigale ABS	\$33,990	1198cc/L2	188kg	825mm
1199 Panigale S ABS	\$42,990	1198cc/L2	188kg	825mm
1199 Panigale S Corse Edition	\$49,990	1198cc/L2	190kg	825mm
1199 Panigale R ABS	\$53,990	1198cc/L2	189kg	825mm

harley-davidson.com.au				
XL883L Super Low	\$14,495	883cc/V2	255kg	681mm
XL883N Iron 883	\$14,495	883cc/V2	260kg	735mm
XL1200C 1200 Custom	\$17,150	1202cc/V2	260kg	710mm
XR1200X Forty Eight	\$18,495	1202cc/V2	260kg	710mm
FXDB Street Bob ABS	\$24,250	1690cc/V2	320kg	690mm
FXDC Super Glide Custom ABS	\$24,250	1690cc/V2	308kg	673mm
FXDWG Wide Glide ABS	\$26,750	1690cc/V2	303kg	678mm
FXDF Fat Bob ABS	\$27,595	1690cc/V2	320kg	686mm
FLD Switchback ABS	\$28,595	1690cc/V2	326kg	663mm
VRSCF V-Rod Muscle ABS	\$28,995	1250cc/V2	305kg	678mm
VRSCDX Night Rod Special ABS	\$29,595	1250cc/V2	304kg	678mm
FXST Softail Standard ABS	\$29,495	1584cc/V2	309kg	720mm
FXS Blackline ABS	\$29,995	1690cc/V2	310kg	663mm
FLSTF Fat Boy ABS	\$30,650	1690cc/V2	329kg	690mm
FLSTB Fat Boy Lo ABS	\$30,595	1690cc/V2	332kg	669mm
FLSTN Softail Deluxe	\$31,995	1690cc/V2	329kg	658mm

FLRH Road King ABS	\$34,250	1690cc/V2	368kg	711mm
FLTRX Road Glide Custom ABS	\$36,595	1690cc/V2	370kg	688mm
FLHX Street Glide ABS	\$37,595	1690cc/V2	373kg	688mm
FLHTCU Ultra Classic Electra	\$40,495	1690cc/V2	413kg	740mm
FLSTSE2 CVO Softail Convert	\$44,700	1802cc/V2	354kg	665mm
FLHXSE2 CVO Street Glide	\$48,995	1802cc/V2	389kg	696mm
FLHTCUSE6 CVO Ultra Classic	\$53,095	1802cc/V2	421kg	757mm

honda Motorbikes.co.nz				
NC750S	\$12,495	745cc/1/2	214kg	790mm
CB500F ABS	\$9,995	471cc/1/2	192kg	785mm
CBR300R	\$6,995	286cc/1	160kg	785mm
CRF250L	\$7,995	250cc/1	144kg	875mm
XR150	\$3,999	149cc/1	129kg	825mm
GL1800 Goldwing Navi	\$44,995	1832cc/B6	413kg	740mm
Goldwing F6B	\$34,995	1832cc/B6	385kg	725mm
ST1300 ABS	\$22,995	1261cc/V4	321kg	790mm
VFR1200XA	\$25,995	1237cc/V4	278kg	850mm
VFR1200F	\$26,995	1237cc/V4	267kg	810mm
VFR800FA Interceptor	\$20,995	782cc/V4	242kg	789mm
VFR800XA Crossrunner	\$21,995	782cc/V4	238kg	815mm
NC750X	\$12,995	745cc/1/2	217kg	830mm
CB500X ABS	\$10,495	471cc/1/2	194kg	810mm
VT750C Shadow Cruiser	\$14,495	745cc/V2	224kg	675mm
VT750S	\$12,495	745cc/V2	232kg	750mm
VFR1200X Crosstourer	\$27,995	1237cc/V4	275kg	850mm
CBR1000RRA E-ABS	\$24,995	1000cc/1/4	211kg	820mm
CBR650R FA	\$14,495	649cc/1/4	211kg	810mm
CBR600RRA E-ABS	\$21,995	599cc/1/4	194kg	820mm
CB650FA	\$13,995	649cc/1/4	208kg	810mm
CBR500R ABS	\$10,995	471cc/1/2	194kg	785mm
Goldwing Valkyrie	\$28,995	1832cc/B6	342kg	735mm

husqvarna triumphnz.co.nz/husky				
CR125	\$9,990	125cc/1	90kg	990mm
TC250	\$10,300	249cc/1	95kg	968mm
WR125	\$9,490	125cc/1	99kg	980mm
WR300	\$10,490	293cc/1	103kg	975mm
TE450	\$11,990	449cc/1	113kg	963mm
TXC450	\$11,990	449cc/1	109kg	963mm
SM450RR	\$17,200	449cc/1	n/a	820mm
SM510R	\$12,800	501cc/1	120kg	920mm
SM630	\$13,990	600cc/1	147kg	910mm

hyosung.co.nz				
GT250P EFI LAMS	\$5,995	249cc/V2	153kg	790mm
GT250RC EFI LAMS	\$6,995	249cc/V2	159kg	790mm
GT650P EFI LAMS	\$8,995	647cc/V2	196kg	790mm
GT650RCL EFI LAMS	\$9,995	647cc/V2	205kg	790mm
GV250N AQUILA EFI LAMS	\$5,995	249cc/V2	167kg	700mm
GV650PL EFI LAMS	\$10,995	647cc/V2	220kg	705mm
ST7L EFI LAMS	\$10,995	647cc/V2	226kg	675mm
ST7 Deluxe EFI LAMS	\$14,995	647cc/V2	235kg	675mm
X4 EFI LAMS	\$5995	249cc/1	135kg	780mm

Indian Motorcycles.co.nz				
Chief Classic	\$28,995	1811cc/V2	370kg	660mm
Chief Vintage	\$31,995	1811cc/V2	379kg	736mm
Chieftain	\$34,995	1811cc/V2	385kg	660mm

kawasaki.co.nz				
Vulcan 900 Custom	\$13,495	903cc/V2	253kg	680mm
Concours 14 ABS	\$23,995	1352cc/1/4	304kg	815mm
ZX-14R ABS Ohlins Special Edition	\$22,995	1441cc/1/4	265kg	800mm
ZX-14R	\$20,000	1441cc/1/4	265kg	800mm
ZX-10R Special Edition	\$21,175	998cc/1/4	201kg	813mm
ZX-10R ABS	\$22,775	998cc/1/4	201kg	813mm
ZX1000 SX ABS with panniers	\$21,000	1043cc/1/4	231kg	820mm
ZX-6R Special Edition	\$15,995	599cc/1/4	191kg	815mm
ZX-6R ABS	\$15,995	599cc/1/4	191kg	815mm
ZX-6R ABS Special Edition	\$16,995	599cc/1/4	194kg	830mm
Z1000 ABS Special Edition	\$17,395	1043cc/1/4	221kg	815mm
Z1000 ABS	\$16,995	1043cc/1/4	221kg	815mm
Z800	\$12,995	806cc/1/4	229kg	834mm
W800 Special Edition	\$13,495	773cc/V2	217kg	790mm
W800	\$12,995	773cc/V2	217kg	790mm
Versys 650 ABS	\$11,595	649cc/1/2	209kg	845mm
Versys	\$10,595	649cc/1/2	206kg	840mm
ER-6n ABS	\$10,995	649cc/1/2	211kg	805mm
ER-6n ABS LAMS	\$11,995	649cc/1/2	211kg	805mm
ER-6n	\$9,995	649cc/1/2	211kg	805mm
Ninja 650R ABS LAMS	\$12,995	649cc/1/2	211kg	805mm
Ninja 650R ABS	\$12,995	649cc/1/2	211kg	805mm
Ninja 650R	\$9,995	649cc/1/2	209kg	805mm
Ninja 300 ABS SE LAMS	\$8,495	296cc/1/2	152kg	785mm
Ninja 300 LAMS	\$7,995	296cc/1/2	152kg	785mm
KLR650	\$9,995	651cc/1	175kg	890mm

ktm.co.nz				
200 Duke	\$7,999	200cc/1	130kg	800mm
390 Duke	\$9,499	373cc/1	139kg	800mm
390 RC	\$9,999	373cc/1	147kg	820mm
690 Duke	\$13,999	690cc/1	150kg	835mm
690 Duke R	\$16,499	690cc/1	149kg	865mm
1190 Adventure Base	\$24,999	1195cc/V2	212kg	860mm

1190 Adventure	\$26,999	1195cc/V2	212kg	860mm
1190 Adventure R	\$27,999	1195cc/V2	217kg	890mm
1290 Superduke R ABS	\$28,499	1301cc/V2	189kg	835mm

moto guzzi.net.nz				
V7 Classic 750	\$13,990	744cc/V2	198kg	805mm
V7 Cafe Classic	\$13,990	744cc/V2	198kg	805mm
V7 Racer	\$16,990	744cc/V2	198kg	805mm
V7 Stone	\$14,990	744cc/V2	179kg	805mm
V7 Special	\$15,990	744cc/V2	179kg	805mm
1200 Sport SE	\$22,990	1151cc/V2	240kg	800mm
1200 Sport SE ABS	\$23,990	1151cc/V2	240kg	800mm
Griso 1200 8V	\$20,990	1151cc/V2	222kg	800mm
Griso 1200 SE	\$24,000	1151cc/V2	222kg	800mm
Breva 1200 4V	\$18,990	1151cc/V2	236kg	800mm
Norge 1200 GT 8V ABS	\$25,990	1151cc/V2	246kg	800mm
Norge 1200 GTL	\$18,990	1151cc/V2	246kg	800mm
California 1400 ABS	\$28,990	1380cc/V2	337kg	740mm
Nevada 750	\$14,990	744cc/V2	179kg	767mm
California 1400 ABS Custom	\$26,990	1380cc/V2	318kg	740mm
Stelvio 1200	\$19,990	1151cc/V2	257kg	820mm
Stelvio 1200 NTX ABS	\$26,990	1151cc/V2	272kg	820mm



mv agusta.co.nz				
Brutale 675	\$17,990	675cc/1/3	167kg	810mm
Brutale 800	\$22,490	798cc/1/3	167kg	810mm
Brutale 800 EAS	\$23,490	798cc/1/3	167kg	810mm
Brutale 800 EAS ABS	\$24,490	798cc/1/3	167kg	810mm
Brutale 800 Dragster EAS ABS	\$25,990	798cc/1/3	167kg	811mm
Brutale 1090 R	\$25,990	1078cc/1/4	183kg	830mm
Brutale 1090 RR	\$26,990	1078cc/1/4	183kg	830mm
Brutale 1090 RR ABS	\$27,990	1078cc/1/4	183kg	830mm
F3 675 EAS	\$22,490	675cc/1/3	173kg	805mm
F3 800 EAS	\$25,990	798cc/1/3	173kg	805mm
F3 800 EAS ABS	\$26,990	798cc/1/3	173kg	805mm
F4 1000R	\$34,990	998cc/1/4	185kg	830mm
F4 1000R ABS	\$42,990	998cc/1/4	185kg	830mm
Rivale 800	\$25,990	798cc/1/3	178kg	881mm

Model	Price	Capacity (cc)/ No. of Cyls	Claimed Weight(kg)	Seat Height (mm)
Thunderbird ABS A1	\$23,990	1597cc/12	339kg	700mm
Thunderbird Storm ABS A1	\$24,990	1699cc/12	339kg	700mm
Thunderbird Commander ABS	\$26,590	1699cc/12	339kg	700mm
Thunderbird LT Tourer ABS A1	\$27,990	1699cc/12	380kg	700mm
Thunderbird LT Tourer ABS A1	\$29,490	1699cc/12	380kg	700mm
Street Triple B1	\$14,990	675cc/13	183kg	800mm
Street Triple ABS B1	\$16,190	675cc/13	183kg	800mm
Street Triple R B1	\$16,990	675cc/13	182kg	820mm
Street Triple R B1 Launch	\$17,990	675cc/13	182kg	820mm
Street Triple R ABS B1	\$17,990	675cc/13	182kg	820mm
Speed Triple 1050 A1	\$21,190	1050cc/13	217kg	830mm
Speed Triple 1050 A1 ABS	\$20,990	1050cc/13	217kg	830mm
Speed Triple R ABS A1	\$22,990	1050cc/13	212kg	825mm
Speed Triple SE	\$23,490	1050cc/13	212kg	825mm
Daytona 675 B1	\$16,990	675cc/13	184kg	820mm
Daytona 675 B1 Launch	\$17,990	675cc/13	184kg	820mm
Daytona 675 ABS B1	\$18,990	675cc/13	184kg	820mm
Daytona 675 R ABS B1	\$22,490	675cc/13	184kg	820mm
Daytona 675 R ABS B1 Launch	\$23,990	675cc/13	184kg	820mm
Trophy ABS SE	\$32,990	1215cc/13	301kg	800mm
Trophy ABS SE Launch	\$36,990	1215cc/13	301kg	800mm

victorymotorcycles.co.nz

Victory

Vegas 8 Ball	\$22,595	1634cc/V2	296kg	673mm
Vegas	\$26,995	1634cc/V2	298kg	673mm
Vegas Low	\$24,495	1634cc/V2	295kg	640mm
Hammer	\$28,995	1634cc/V2	308kg	673mm
Hammer S	\$30,995	1634cc/V2	305kg	673mm
Jackpot	\$26,995	1634cc/V2	298kg	673mm
Kingpin	\$27,495	1634cc/V2	307kg	673mm
Kingpin Tour	\$27,495	1634cc/V2	336kg	673mm
Vision Street	\$32,995	1732cc/V2	365kg	673mm
Vision Tour	\$35,995	1732cc/V2	365kg	673mm



yamaha-motor.co.nz

MW125 Tricity	\$4,499	125cc/1	153kg	780mm
YZF-R15E	\$4,799	150cc/1	131kg	790mm
Tracer	\$17,999	847cc/13	194kg	845mm
XJ6-N (LAMS)	\$12,299	600cc/14	205kg	785mm
XJ6-F (LAMS)	\$13,299	600cc/14	212kg	785mm
XJ6-F SP	\$13,999	600cc/14	213kg	785mm
YZR-R15 SP	\$4,899	150cc/1	131kg	790mm
SR400	\$9,599	399cc/1	174kg	785mm
FZ8-S	\$17,499	779cc/14	215kg	815mm
FJR1300AE	\$26,999	1298cc/14	291kg	805mm
MT-07 (LAMS)	\$10,999	655cc/12	179kg	805mm
MT-09	\$13,999	847cc/13	188kg	815mm
MT-03	\$9,999	660cc/1	192kg	805mm
XV250 Virago	\$6,999	249cc/V2	137kg	685mm
XVS650 V-Star Custom	\$12,499	649cc/V2	229kg	711mm
XVS650A V-Star Classic	\$13,499	649cc/V2	229kg	711mm
XVS1300 Star Stryker	\$17,499	1304cc/V2	293kg	670mm
XVS950 Star Bolt	\$13,999	942cc/V2	247kg	690mm
XVS950 Star Bolt Grey/Green	\$14,499	942cc/V2	247kg	690mm
YZF-R6	\$18,899	600cc/14	162kg	820mm
YZF-R1 2015	\$26,999	998cc/14	201kg	835mm
XT660R	\$13,299	595cc/1	156kg	855mm
XT250	\$7,999	196cc/1	118kg	790mm
TTR230	\$6,999	223cc/1	107kg	870mm
WR250FF	\$13,799	250cc/1	125kg	929mm
AG100	\$4,299	97cc/1	99kg	800mm
AG200	\$6,349	196cc/1	112kg	820mm



Yamaha has released an entirely new R1, incorporating ideas and concepts from its MotoGP experience. So it's lighter, more powerful – 200bhp (149kW) – and more nimble, with weight centralised. Yamaha says the new litre bike is developed primarily for the racetrack. The engine retains the crossplane crank concept (uneven firing sequence) for ease of riding, but is otherwise new, featuring titanium con rods, forged aluminium pistons and a new rocker arm design that allows higher valve lift. There are four different control maps, regulating throttle valve opening in relation to throttle position. A titanium exhaust system is fitted with an electronically controlled flap.

New also is the aluminium Deltabox chassis, its shorter wheelbase and swingarm aiding agility. The bike is lighter too, thanks to a magnesium subframe and wheels; it's claimed to weigh 199kg fully fuelled.

The electronics package is high tech; a system of three gyros and three G-sensors enables brake-sensitive traction control, and slide and wheelie control, while there's also a quickshifter and a unified brake system (hit the front and it activates the rear) with ABS. Yamaha calls it 3D controllability, or 'rider-machine unity'.

Suspension is by KYB and is fully adjustable. Brakes utilise monobloc four-piston calipers acting on 320mm discs. A new aerodynamic screen has a central air intake low down, flanked by two small LED headlights. Twin LED positioning lights are like eyebrows set above the headlights. A new seat and tank design aim for ease of movement and improved control.

Available in blue or black, the YZF-R1 is on sale now for \$26,999 and the limited edition R1M with Öhlins electronic race suspension, carbon bodywork, a clear finish aluminium tank, high-spec Bridgestone tyres and a data logger costs \$34,999. **EC**

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HYOSUNG

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A FLAKY PROBLEM

My eyebrows appear to have dandruff. I returned home from a rallysprint in the weekend and promptly copped a few cutting blows, courtesy of my missus' acid wit.

"No trophies again, I see."

I shrugged and pointed out that that was my driver's fault, and should not necessarily be seen as a downgrading of my own navigation skills. The next comment hurt, though.

"Looks like it was pretty dusty."

In fact, it hadn't been dusty - it was a tarmac event designed as a shakedown for the 2015 Targa season. Sure, there'd been the usual carpet of gravel sprayed over the bitumen wherever the 4WD boys decided to cut across the apex of corners. But dust? No.

Yet, when I examined the front of my black overalls, I found they were covered in a blizzard of dead skin cells. I looked like I'd just survived the zombie apocalypse, rather than a couple of quick runs around Ardmore in a Honda Civic.

Clearly, this situation could not be tolerated. I mean, I look good in black - but not flaky black - and I do need to look my best if I ever have a hope of exchanging my current paramour for a younger, richer, less acerbic version.

But what was I to do? I was already using the third most expensive unguent known to mankind (after synthetic gearbox oil and any womens' toiletries) to soothe my scalp; but I was damned if I was going to spread the treatment area to include my eyebrows.

Or, heaven forbid, my luxuriant ear growth.

But - ask any ninja - constant balaclava wear plays merry hell with your dome so my eyebrows were shedding in protest.

However, a solution quickly became apparent. By sheer coincidence, Aussie gazillionaire Tony Quinn magically appeared on my TV screen, extolling the revitalised Repco Race to the Sky. But

while earnestly discussing the 850hp Focus he is building to defeat hillclimb star Monster Tajima, I couldn't tear my eyes away from his magnificent head of hair. Or the bushy eyebrows. Or the immaculate black VIP Petfoods overalls.

I need whatever Tony Quinn's using, I decided.

I rang Highlands Motorsport Park and explained who I was. There was an animated discussion in the background and the call was diverted to a waiting publicity consultant.

"Mr Quinn stands by his comments and is happy to assist New Zealand motorsport's progress well into the foreseeable future."

Pardon?

"The decision by the Taupo shareholders not to accept Mr Quinn's kind offer is unfortunate, but we stress that any subsequent announcements should not be construed as sour grapes."

Evidently I had stumbled into some form of PR shambles but I emphasised I was actually seeking more sporting-related information.

"I thought you were a journalist?" she queried.

"Not according to my editor, I'm not," I answered.

I explained I was a big fan of the

immigrant Scotsman, and had actually lived off his VIP dog rolls for a few months when I was down on my luck in Sydney. "I found they had more meat in them than the average Aussie pie."

She audibly relaxed, and explained the media had gone ballistic when Tony had offered to fix local motorsport of all that ails it. "There appears to be a perception that only insiders are allowed to criticise the sport - Tony is still seen as somewhat of an interloper despite all he's done for the local scene."

"That's terrible," I agreed, and quietly lowered my voice. "Tell me - what sort of shampoo does he use?"

There was a pause, then a sigh of disbelief. "You weren't kidding, were you? You really have no idea about journalism. Goodbye, Mr Scott."

"But...but..."

So, I never did find out how Tony Quinn keeps his boyish good looks or how to rescue my own. I toyed with a full body wax or pencilled-in eyebrows but knew I could never pull off either look. But I did hit on an answer, that solves my problem and certainly makes the girls grab a second look.

Keep an eye out for me on the startline of Rally Whangarei - I'll be the bloke in the skin-tight flesh-coloured overalls. **EC**



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